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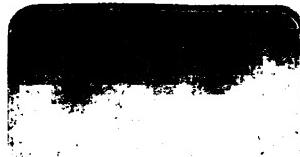
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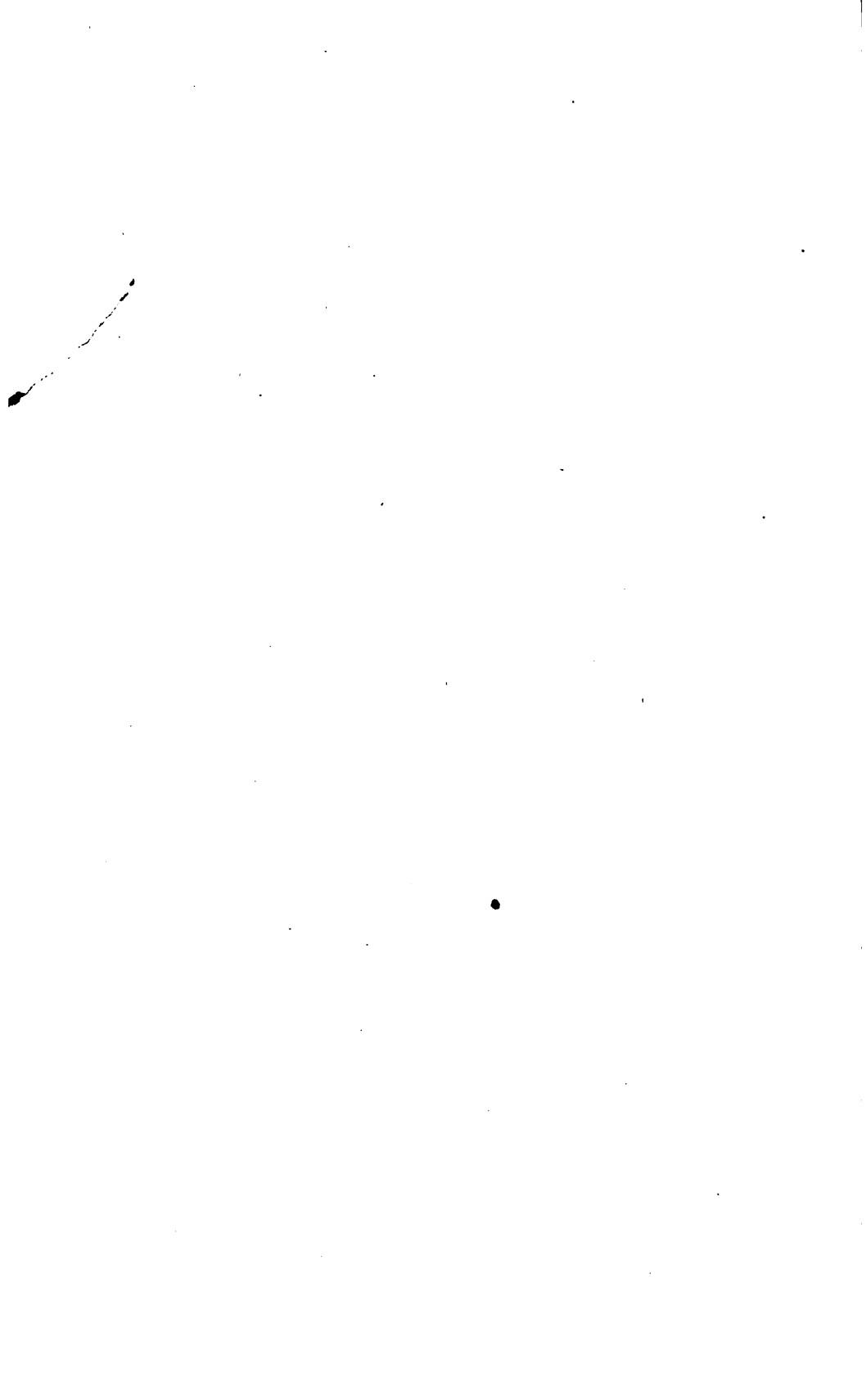
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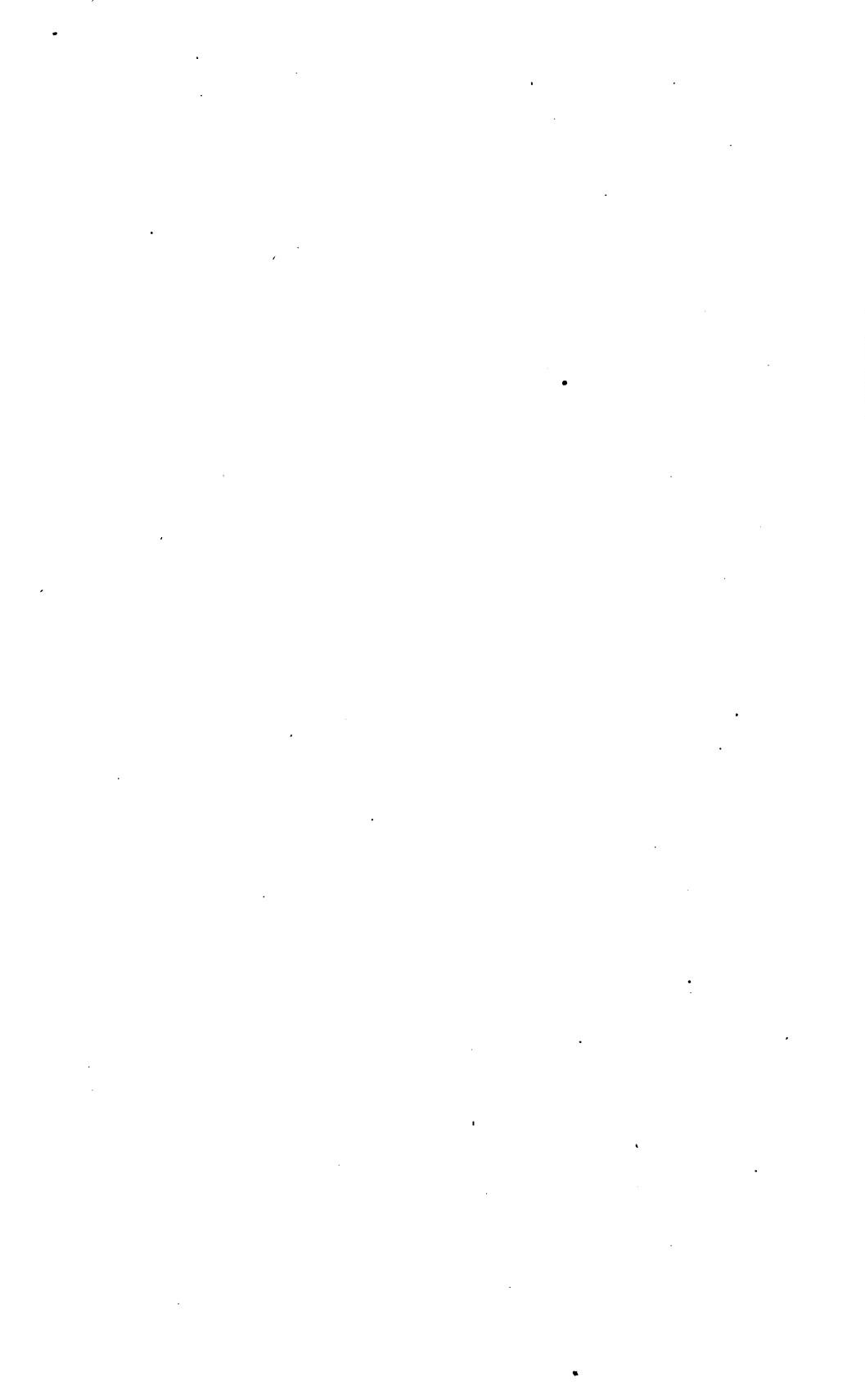
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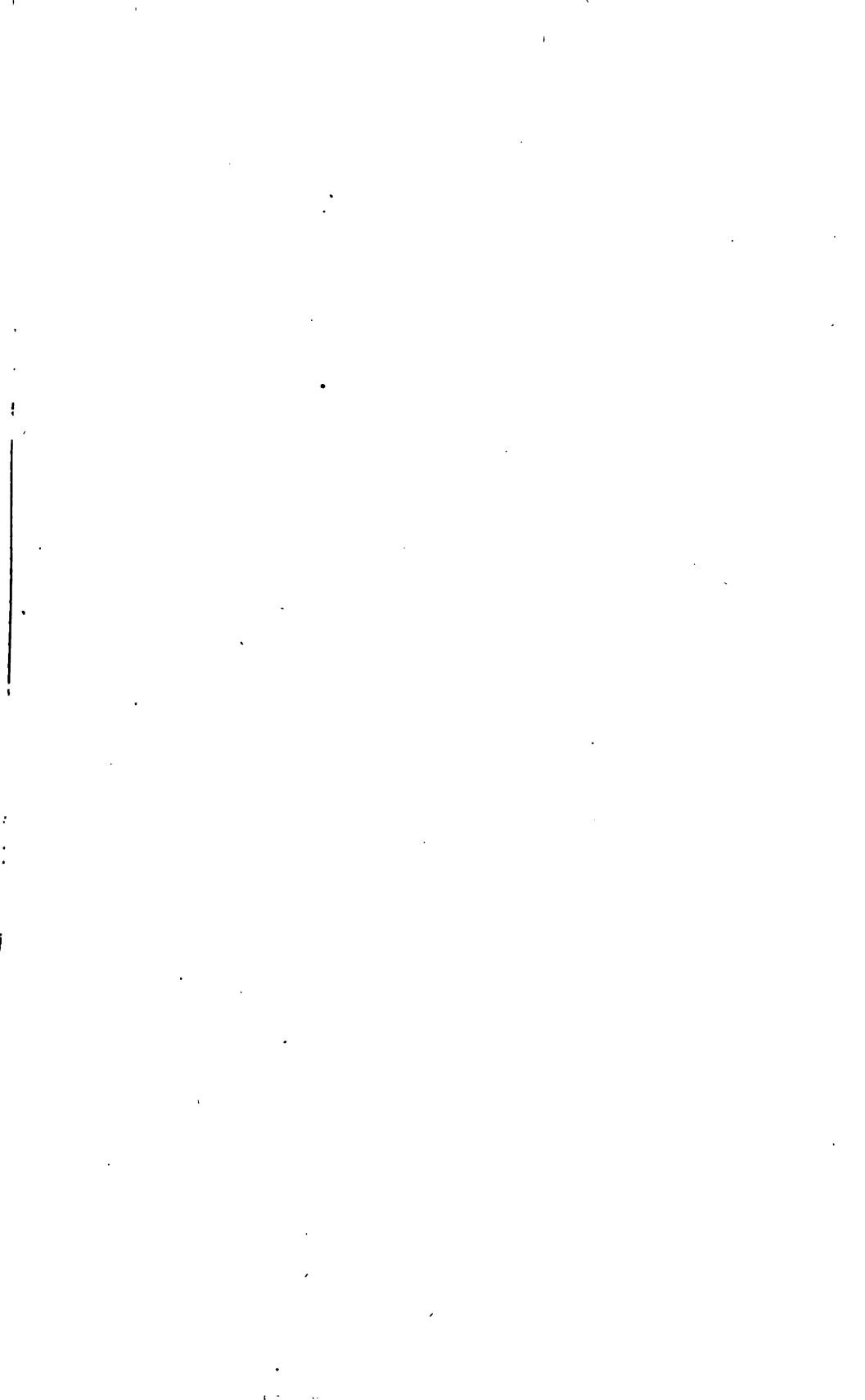
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BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners,

FOR THE

TWO FISCAL YEARS, COMMENCING JULY 1, 1890,
AND ENDING JUNE 30, 1892.



SACRAMENTO:

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REPORT.

To Hon. H. H. MARKHAM, Governor of the State of California:

In accordance with Sections 332 and 2537 of the Political Code, the Board of State Harbor Commissioners submits this report of its transactions from the 30th of June, 1890, to the 1st of July, 1892.

This report renders an account of all moneys received and disbursed, and states specifically the source of such receipts, and the purposes for which the disbursements were made; also a description of the improvements made, and a statement of the condition of the property under its charge, and a general outline of the purposes and policy of the Board in the discharge of its trust.

The details of the receipts and disbursements appear in the tabular statements annexed hereto. The following is a summary of them:

	1890-91.	1891-92.	Total.
<i>Receipts.</i>			
From dockage	\$194,207 42	\$233,063 95	\$427,271 37
From tolls	203,891 29	208,496 58	412,387 87
From wharfage	11,646 30	9,797 77	21,444 07
From rents of wharves and seawall lots, and special dock privileges, including reserving of berths, Belt Railroad freight sheds, and advertising	182,890 80	185,573 83	368,464 63
From sale of old material	3,207 24	1,933 83	5,141 07
From dredging	683 05	215 00	898 05
From Fishermen's Wharf (exclusive of rents)	4,030 50	3,936 20	7,966 70
From miscellaneous (damages to property, etc.)	264 60	604 55	869 15
From defalcation suits		2,909 65	2,909 65
From Belt Railroad switching		4,580 75	4,580 75
Total receipts	\$600,821 20	\$651,112 11	\$1,251,933 31
Amount drawn from San Francisco Harbor Improvement Fund	232,991 25	366,205 44	599,196 69
Totals	\$833,812 45	\$1,017,317 55	\$1,851,130 00
<i>Disbursements.</i>			
Salaries of Commissioners, Secretaries, Engineers, Draughtsmen, Attorney, Wharfingers, Collectors, Watchmen, and Clerks in Secretary's office	\$82,721 85	\$85,610 85	\$168,332 70
Construction, including building of new wharves, sheds, sewers, and roadways, maintenance and repairs of outer half of waterfront streets, old wharves, buildings, roadways, and seawall	269,542 63	275,083 97	544,626 60
Wharf cleaning	16,353 20	17,024 65	33,377 85
Dredging	53,230 81	56,081 70	109,312 51
Seawall construction	63,739 92	104,794 95	168,534 87
Filling in and improving seawall lots	2,070 28	17,317 95	19,388 23
Fire account	6,086 85	4,800 00	10,886 85
General expenses, including office rent, fuel, stationery, printing, legal expenses, lighting wharves, over-paid revenue returned, and other incidental expenses	20,018 11	14,964 91	34,983 02
Belt Railroad construction and maintenance	327 61	81,307 46	81,635 07
New tug-boat construction		124 43	124 43
Total disbursements	\$514,091 26	\$657,110 87	\$1,171,202 13
Amount remitted to State Treasurer	319,721 19	360,206 68	679,927 87
Totals	\$833,812 45	\$1,017,317 55	\$1,851,130 00

From which summary it appears that there was received during the last two fiscal years the sum of \$1,251,933 31, and expended \$1,171,-202 13, showing an increase in the amount in the San Francisco Harbor Improvement Fund from \$272,537 12, the amount therein at the close of the last report, to \$353,268 30, a gain of \$80,731 18.

The following shows the condition of the San Francisco Harbor Improvement Fund:

Amount in fund July 1, 1890.....	\$272,537 12
Amount remitted to June 30, 1892.....	679,927 87
<hr/>	
Amount drawn out to June 30, 1892	\$952,464 99
Amount in fund July 1, 1892.....	353,268 30
	<hr/>
	\$952,464 99

The annexed table is a comparative statement of receipts and disbursements since the organization of the Board:

REPORT OF BOARD OF STATE HARBOR COMMISSIONERS.

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COMPARATIVE STATEMENT OF RECEIPTS AND DISBURSEMENTS.

FISCAL YEAR.	RECEIPTS.	EXPENSES.	CONSTRUCTION AND REPAIRS.		DREDGING. All Dredging up to 1874 was done under Contract. Since by Com- missioners.	Seawall.	Miscellaneous	Remitted State Treasurer	Drawn from State Treasurer.....
			Building Wharves, Sheds, Bulk- heads, etc., and Repairs on the same.	Percentage per Year.....					
1863-4	\$117,848 28	\$25,354 84	21.50	\$67,599 82	\$41,165 50	.....	.....	\$76 25	\$47,680 02
1864-5	177,393 66	32,439 10	18.26	80,375 15	\$3,607 00	.....	.....	123,965 23	62,334 82
1865-6	182,716 90	35,531 42	19.02	10,065 42	10,300 00	.....	.....	132,233 96	47,568 50
1866-7	339,409 36	41,233 95	11.95	88,925 78	250,991 97	10,402 00	330 62	268,573 45	64,346 94
1867-8	294,304 22	65,531 92	18.57	87,779 83	32,338 00	.....	.....	561 18	334,121 12
1868-9	287,900 63	52,130 77	18.11	262,233 13	80,100 00	.....	.....	212,382 07	310,213 27
1869-70	252,649 56	54,684 40	21.65	165,892 68	35,258 00	.....	.....	180,623 87	272,670 93
1870-1	148,019 03	37,782 65	25.37	53,693 31	53,944 40	.....	.....	96,097 20	73,914 13
1871-2	195,031 14	61,006 70	31.28	28,146 62	53,258 20	.....	.....	105,577 82	53,944 40
1872-3	190,930 47	69,558 63	36.50	78,776 26	2,521 86	.....	.....	91,042 59	80,640 00
1873-4	268,709 66	77,938 06	18.37	104,755 98	42,478 56	.....	.....	166,150 23	168,769 02
1874-5	373,941 72	88,617 14	18.37	205,540 80	1,078 25	33,856 71	3,725 00	245,369 98	189,549 17
1875-6	372,078 74	65,976 37	17.73	162,000 25	40,892 00	.....	.....	249,450 44	146,716 69
1876-7	448,087 25	79,208 55	17.68	284,023 00	25,252 94	15,354 45	.....	565 47	266,661 37
1877-8	446,516 82	84,326 72	18.88	112,928 95	4,808 38	38,214 00	82,068 79	285,321 50	162,712 50
1878-9	468,420 55	164,560 53	20.83	107,091 87	60,454 68	9,918 84	1,665 98	274,470 97	241,764 39
1879-80	427,687 56	180,667 57	20.53	141,922 14	50,652 90	50,675 28	1,173 50	2,510 53	240,114 91
1880-1	419,837 49	102,746 76	24.49	199,972 97	883,174 96	51,462 52	4,785 32	204,782 41	527,487 44
1881-2	455,005 64	104,255 15	22.91	86,102 83	48,745 46	51,457 50	4,320 00	249,919 90	131,140 42
1882-3	458,180 64	107,888 69	24.74	179,089 82	84,949 22	76,461 63	60,750 40	284,129 37	194,460 84
1883-4	501,243 25	115,231 20	22.98	173,997 19	52,258 80	46,675 40	4,983 50	250,702 01	186,588 60
1884-5	500,702 10	116,194 14	23.20	248,607 11	195,706 95	52,258 80	4,983 50	249,321 16	259,838 61
1885-6	482,851 04	117,638 22	24.32	197,612 03	157,983 82	46,675 40	4,224 00	57,442 36	186,926 50
1886-7	527,990 96	128,584 90	24.35	153,929 29	53,948 50	53,948 50	.....	245,909 83	244,452 11
1887-8	586,152 51	138,938 65	23.95	234,855 61	36,380 98	54,082 70	5,450 62	234,361 66	321,505 12
1888-9	619,537 94	139,552 66	20.91	231,558 84	101,586 24	62,424 96	10,152 38	5,257 21	247,137 61
1889-90	599,105 58	131,262 56	19.23	301,063 18	115,419 48	51,588 31	306,148 20	311,638 96	232,991 25
1890-1	600,821 20	115,579 39	17.64	268,542 63	65,810 20	53,250 81	\$327 61	9,600 62	232,991 19
1891-2	651,112 11	114,860 89	17.64	275,988 97	122,112 90	56,081 70	81,307 46	7,663 35	366,206 68
Totals.....	\$11,356,422 77	\$2,472,289 61	.....	\$4,362,560 46	\$2,543,774 39	\$1,288,909 51	\$145,587 58	\$111,397 55	\$6,179,725 92
Balance in treasury.....	.....	.....	.....	.....	.....	.....	.....	.....	\$6,532,994 22
									353,268 30
									\$6,532,994 22

Total.....

The following table of receipts and disbursements for the two fiscal years ending June 30, 1892, shows the sources from which, and the objects for which, all moneys were received and expended:

RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1892.

RECEIPTS.	1890-91.	1891-92.	Total.
Section 1, Seawall Wharf.....	\$11,459 75	\$12,962 05	\$24,421 80
Section 2, Seawall Wharf.....	7,481 10	9,418 79	16,899 89
Section 3, Seawall Wharf.....	13,803 42	16,056 51	29,859 93
Section 4, Seawall Wharf.....	9,893 25	9,301 15	19,194 40
Fishermen's Wharf.....	4,331 50	4,362 20	8,693 70
Union Street Wharf.....	19,702 25	18,445 10	38,147 35
Green Street Wharf.....	16,860 05	17,877 60	34,737 65
Vallejo Street Wharf.....	11,799 10	12,083 90	23,883 00
Broadway Wharf No. 1.....	18,364 20	16,279 50	34,643 70
Broadway Wharf No. 2.....	13,631 80	13,609 88	27,241 68
Pacific Street Wharf.....	17,733 30	22,952 30	40,685 60
Jackson Street Wharf.....	17,496 60	17,204 00	34,700 60
Washington Street Wharf.....	14,161 15	15,023 15	29,184 30
Ferries.....	86,704 29	89,825 75	176,530 04
Mission Street Wharf.....	11,781 15	12,105 95	23,887 10
Mission Street Wharf No. 2.....	15,589 20	16,575 75	32,164 95
Howard Street Wharf.....	17,206 10	20,349 70	37,555 80
Howard Street Wharf No. 2.....	13,432 35	16,357 15	29,789 50
Howard Street Wharf No. 3.....	9,404 00	10,284 60	19,688 60
Folsom Street Wharf.....	10,746 21	10,287 45	21,033 66
Folsom Street Wharf No. 2.....	10,212 69	11,245 95	21,458 64
Harrison Street Wharf.....	11,074 90	16,329 30	27,404 20
Steuart Street Wharf.....	9,240 70	11,934 45	21,175 15
Spear Street Wharf.....	16,495 55	16,469 04	32,964 59
Main Street Wharf.....	19,578 60	18,988 95	38,567 55
Beale Street Wharf.....	21,246 75	22,827 10	44,073 85
Fremont Street Wharf.....	15,343 35	20,014 45	35,357 80
Third Street Wharf.....	9,222 55	11,674 65	20,897 20
Berry Street Wharf.....	13,176 25	15,313 05	28,489 30
Channel Street Wharf.....	5,370 85	7,239 10	12,609 95
Center Street Wharf.....	3,000 00	3,000 00	6,000 00
Merchants' Dry Dock.....	5,400 00	4,800 00	10,200 00
Pacific Mail Steamship Company.....	15,000 00	18,300 00	33,300 00
Southern Pacific Company (rent).....	19,200 00	19,200 00	38,400 00
Southern Pacific Company (tolls).....	50,580 20	52,280 11	102,860 31
United States Barge Office.....	220 00	240 00	460 00
Spaces for scales.....	1,767 50	1,905 00	3,672 50
Spaces for lumber.....	1,613 15		1,613 15
Revenue from seawall lots.....	25,622 50	15,530 00	41,152 50
Sale of old material (urgent repairs).....	2,133 09	1,976 18	4,109 27
Sale of old material (pile driving).....	1,229 25	304 75	1,534 00
Sale of old material (Dredger No. 1).....	22 50	215 00	237 50
Sale of old material (Dredger No. 2).....	660 55		660 55
Dredging (Dredger No. 1).....		237 50	237 50
Central basin.....		12,651 65	12,651 65
Belt Railroad revenue.....		196 30	196 30
Suspense account.....		147 45	147 45
Interest and costs.....	109 50		109 50
Profit and loss (damages to vessels, etc.).....	1,720 00	3,720 00	5,440 00
Advertising privileges.....		100 00	100 00
Legal expenses refunded.....		2,909 65	2,909 65
Defalcation suits.....			
Amount drawn from San Francisco Harbor Improvement Fund.....	\$600,821 20	\$651,112 11	\$1,251,933 31
Totals	232,991 25	366,205 44	599,196 69
	\$833,812 45	\$1,017,317 55	\$1,851,130 00

RECEIPTS AND DISBURSEMENTS—Continued.

DISBURSEMENTS.	1890-91.	1891-92.	Total.
Salaries of Commissioners, Secretaries, and Clerks	\$17,196 45	\$18,197 75	\$35,394 20
Salaries of Chief Engineer and Assistants	6,904 40	7,246 00	14,150 40
Salaries of Chief Wharfinger and Assistant	4,800 00	5,025 00	9,825 00
Salary of Attorney	2,400 00	2,400 00	4,800 00
Salaries of Wharfingers	31,500 00	31,500 00	63,000 00
Salaries of Collectors	18,000 00	18,114 10	36,114 10
Salaries of Watchmen	1,921 00	3,128 00	5,049 00
Expense account	15,907 34	12,112 09	28,019 43
Urgent repairs	42,497 73	39,471 40	81,969 13
Repairs (contract)	42,966 13	65,579 81	108,545 94
Pile driving	84,395 90	73,246 88	157,642 78
Cleaning wharves	15,980 00	16,639 45	32,619 45
Wharf offices and furniture	29 75		29 75
Legal expenses	940 45	498 50	1,438 95
Fire account	6,086 85	4,800 00	10,886 85
Dredger No. 1	15,731 22	15,391 37	31,122 59
Dredger No. 2	16,346 09	16,940 64	33,286 73
Tug "Anasha"	9,433 71	8,838 44	18,272 15
Tug "Governor Irwin"	11,719 79	14,911 25	26,631 04
Construction account	99,682 87	96,785 88	196,468 75
Seawall account	63,739 92	104,794 95	168,534 87
Improving seawall lots	2,070 28	17,317 95	19,388 23
Dockage refunded	1,237 20	532 20	1,769 40
Tolls refunded	399 60	889 67	1,289 27
Wharfage refunded	1,394 20	382 45	1,776 65
Rent refunded		550 00	550 00
Fishermen's Wharf (expenses)	373 20	385 20	758 40
Profit and loss account	109 57		109 57
Belt Railroad, construction	327 61	74,188 90	74,516 51
Belt Railroad, expenses		7,118 56	7,118 56
New tug-boat		124 43	124 43
Amount remitted to San Francisco Harbor Improvement Fund	\$514,091 26	\$657,110 87	\$1,171,202 13
Totals	319,721 19	360,206 68	679,927 87
	\$833,812 45	\$1,017,317 55	\$1,851,130 00

STATEMENT OF SAN FRANCISCO HARBOR IMPROVEMENT FUND, FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1892.

1890.	<i>Dr.</i>	
Aug. 4	To amount remitted by Commissioners for July	\$23,343 91
Sept. 3	To amount remitted by Commissioners for August	24,229 03
Oct. 4	To amount remitted by Commissioners for Sept.	26,050 58
Nov. 3	To amount remitted by Commissioners for October	26,112 78
Dec. 3	To amount remitted by Commissioners for Nov.	31,549 19
1891.		
Jan. 5	To amount remitted by Commissioners for Dec.	23,334 50
Feb. 4	To amount remitted by Commissioners for January	27,960 54
March 4	To amount remitted by Commissioners for Feb.	28,437 48
April 4	To amount remitted by Commissioners for March	30,733 63
May 4	To amount remitted by Commissioners for April	26,665 97
June 4	To amount remitted by Commissioners for May	26,169 13
July 3	To amount remitted by Commissioners for June	26,134 45
		\$319,721 19
Aug. 4	To amount remitted by Commissioners for July	\$25,673 92
Sept. 3	To amount remitted by Commissioners for August	26,318 53
Oct. 4	To amount remitted by Commissioners for Sept.	28,598 67
Nov. 4	To amount remitted by Commissioners for October	32,285 72
Dec. 3	To amount remitted by Commissioners for Nov.	28,998 64
1892.		
Jan. 4	To amount remitted by Commissioners for Dec.	40,104 72
Feb. 3	To amount remitted by Commissioners for January	39,111 61
March 3	To amount remitted by Commissioners for Feb.	26,514 25
April 4	To amount remitted by Commissioners for March	27,699 52
May 3	To amount remitted by Commissioners for April	34,772 35
June 3	To amount remitted by Commissioners for May	25,217 59
July 5	To amount remitted by Commissioners for June	24,911 16
		360,206 68
	Total amount remitted	\$679,927 87
	Balance in San Francisco Harbor Improvement Fund July 1, 1890	272,537 12
		\$952,464 99

REPORT OF BOARD OF STATE HARBOR COMMISSIONERS.

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Cr. SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of.	Amount.
1890.				
July 7.	J. S. Antonelle	344	Constructing seawall	\$4,202 74
July 7.	B. McMahon & Son	345	Building shed, Clay Street Pier	2,560 75
July 16.	W. H. Norton	346	Refacing Secs. 1 and 2, seawall	3,225 54
July 29.	Golden Gate Lum. Co.	347	Lumber	4,492 82
July 29.	D. H. Bibb	348	Piles	1,992 93
Aug. 5.	J. S. Antonelle	349	Constructing seawall	4,386 02
Aug. 7.	J. S. Antonelle	350	Constructing seawall	1,925 20
Aug. 7.	B. McMahon & Son	351	Rebuilding Ferry Slip No. 1	7,380 70
Aug. 28.	Golden Gate Lum. Co.	352	Lumber	4,143 49
Aug. 28.	D. H. Bibb	353	Piles	875 09
Sept. 2.	J. S. Antonelle	354	Constructing seawall	2,838 22
Sept. 10.	J. S. Antonelle	355	Constructing seawall	346 59
Sept. 17.	Bertelsen & Campbell	356	Pile-driver scow	2,100 00
Sept. 26.	Paraffine Paint Co.	357	Coating piles, Lombard Street Wharf	3,828 30
Oct. 2.	S. F. Bridge Co.	358	Building slip, Sec. 4, seawall	3,725 33
Oct. 2.	D. H. Bibb	359	Piles	577 93
Oct. 7.	Golden Gate Lum. Co.	360	Lumber	5,075 90
Oct. 23.	Golden Gate Lum. Co.	361	Lumber	3,375 72
Oct. 23.	D. H. Bibb	362	Piles	2,578 79
Nov. 6.	Paraffine Paint Co.	363	Coating piles	4,928 00
Nov. 6.	A. J. Raisch	364	Paving Secs. 6 and 7, seawall	5,518 88
Nov. 6.	S. F. Bridge Co.	365	Building slip, Sec. 4, seawall	5,230 42
Nov. 24.	Golden Gate Lum. Co.	366	Lumber	3,886 62
Nov. 24.	D. H. Bibb	367	Piles	2,069 08
Dec. 2.	S. F. Bridge Co.	368	Building slip, Sec. 4, seawall	6,029 62
Dec. 2.	Paraffine Paint Co.	369	Coating piles	3,053 40
Dec. 2.	F. J. & J. V. Owens	370	Constructing seawall	1,166 11
Dec. 2.	A. J. Raisch	371	Paving Secs. 6 and 7, seawall	5,014 37
Dec. 16.	W. M. Fowler	372	Shed over apron, Ferry Slip No. 1	800 00
Dec. 30.	S. F. Bridge Co.	373	Building slip Sec. 4, seawall	12,469 28
Dec. 30.	Paraffine Paint Co.	374	Coating piles	2,219 00
1891.				
Jan. 6.	Healy, Tibbits & Co.	375	Sewer, Market to Merchant Street	1,147 20
Jan. 9.	F. J. & J. V. Owens	376	Constructing seawall	1,278 00
Jan. 9.	Golden Gate Lum. Co.	377	Lumber	4,377 50
Jan. 20.	D. H. Bibb	378	Piles	3,699 57
Jan. 27.	S. F. Bridge Co.	380	Building slip, Sec. 4, seawall	4,397 49
Feb. 3.	C. L. Crisman	381	Market Street temporary depot	3,625 88
Feb. 3.	Healy, Tibbits & Co.	382	Sewer, Market to Merchant Street	3,698 52
Feb. 4.	F. J. & J. V. Owens	383	Constructing seawall	801 39
Feb. 4.	F. J. & J. V. Owens	384	Constructing seawall	1,436 09
Feb. 14.	Golden Gate Lum. Co.	386	Lumber	3,612 36
Feb. 17.	W. M. Fowler	387	Offices on Broadway Wharf	2,715 50
Feb. 17.	F. J. & J. V. Owens	388	Constructing seawall	928 13
Mar. 3.	Golden Gate Lum. Co.	389	Lumber	5,210 94
Mar. 3.	F. J. & J. V. Owens	390	Constructing seawall	861 32
Mar. 3.	F. J. & J. V. Owens	391	Constructing seawall	731 45
Mar. 10.	D. H. Bibb	393	Piles	3,092 37
Mar. 17.	C. L. Crissman	394	Market Street temporary depot	6,337 14
Mar. 24.	Chas. A. Warren	395	Sand, filling seawall	716 40
Mar. 24.	D. H. Bibb	396	Piles	873 60
Mar. 24.	Golden Gate Lum. Co.	397	Lumber	4,449 52
April 2.	F. J. & J. V. Owens	398	Constructing seawall	1,317 03
April 2.	S. F. Bridge Co.	399	Building slip, Sec. 4, seawall	14,651 17
April 29.	D. H. Bibb	400	Piles	1,951 83
April 29.	J. S. Antonelle by Kennedy Shaw Lum. Co.	401	Constructing seawall	28,084 12
April 29.	Golden Gate Lum. Co.	402	Lumber	5,552 84
May 5.	F. J. & J. V. Owens	403	Constructing seawall	1,386 20
May 5.	F. J. & J. V. Owens	404	Constructing seawall	98 82
May 5.	F. J. & J. V. Owens	406	Constructing seawall	1,051 87
May 19.	W. C. Raisch	407	Repairing crossing, East Street	1,051 83
May 28.	Healy, Tibbits & Co.	408	Repairing Berry and Second Street Wharves	462 00
June 2.	F. J. & J. V. Owens	409	Constructing seawall	1,327 50
June 2.	F. J. & J. V. Owens	410	Constructing seawall	1,449 92
June 2.	D. H. Bibb	411	Piles	1,704 35
June 2.	Golden Gate Lum. Co.	412	Lumber	6,904 56
Total drawn for fiscal year 1890-91				\$232,991 25

Cr.

SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of.	Amount.
1891.				
July 7.	Golden Gate Lum. Co.	413	Lumber	\$6,266 38
July 7.	D. H. Bibb.	414	Piles	699 00
July 7.	Champion & Elder.	415	Macadamizing East Street	1,012 00
July 7.	Darby Laydon & Co.	417	Constructing Belt Railroad	14,613 75
July 7.	W. M. Fowler.	418	Shed, Lombard Street Pier	1,096 00
July 14.	F. J. & J. V. Owens.	419	Constructing seawall	1,728 52
July 14.	F. J. & J. V. Owens.	420	Constructing seawall	1,881 00
July 21.	Healy, Tibbits & Co.	421	Repairing Spear Street Wharf	1,741 58
July 30.	Thomas Thomson.	422	Repairing Channel Street Wharf	1,824 51
July 30.	Golden Gate Lum. Co.	423	Lumber	5,679 37
July 30.	D. H. Bibb.	425	Piles	2,675 06
Aug. 6.	W. S. Gage.	426	Building wharf, Channel Street	1,250 00
Aug. 6.	A. J. Raisch.	427	Paving East Street	2,752 82
Aug. 6.	Darby Laydon & Co.	428	Constructing Belt Railroad	7,125 00
Aug. 11.	D. McLeod.	429	Paving East Street	2,011 52
Aug. 20.	Williams, Dimond & Co.	430	Rails for Belt Railroad	6,935 00
Sept. 1.	B. McMahon & Son.	431	Constructing bulkhead	2,597 02
Sept. 1.	D. H. Bibb.	432	Piles	2,036 43
Sept. 1.	Golden Gate Lum. Co.	433	Lumber	4,292 18
Sept. 8.	S. F. Bridge Co.	434	Constructing seawall	4,880 25
Sept. 8.	Darby Laydon & Co.	435	Constructing Belt Railroad	4,463 44
Sept. 8.	Paraffine Paint Co.	436	Coating piles	1,463 70
Sept. 17.	Healy, Tibbits & Co.	437	Constructing sewer	450 00
Sept. 22.	F. J. & J. V. Owens, T. E. Green, assignee.	438	Constructing seawall	990 00
Sept. 22.	J. J. Dowling.	439	Paving East Street	3,975 95
Sept. 24.	Healy, Tibbits & Co.	440	Constructing Freight Sheds	2,529 90
Sept. 29.	D. H. Bibb.	441	Piles	2,749 68
Oct. 1.	S. F. Bridge Co.	442	Constructing seawall	5,953 50
Oct. 6.	Paraffine Paint Co.	443	Coating piles	2,900 10
Oct. 6.	Golden Gate Lum. Co.	444	Lumber	5,267 84
Oct. 13.	Paraffine Paint Co.	445	Coating piles	519 40
Oct. 15.	B. McMahon & Son.	446	Bulkhead on East Street	6,480 00
Oct. 15.	D. McLeod.	447	Paving	1,878 75
Oct. 22.	Darby Laydon & Co.	448	Addition to Fishermen's Wharf	6,424 60
Oct. 27.	D. McLeod.	449	Paving	1,923 15
Oct. 27.	Darby Laydon & Co.	450	Constructing Belt Railroad	12,639 83
Nov. 3.	S. F. Bridge Co.	451	Constructing seawall	5,184 00
Nov. 3.	Golden Gate Lum. Co.	452	Lumber	4,524 51
Nov. 3.	D. H. Bibb.	453	Piles	2,361 57
Nov. 10.	Isaac H. Cory.	454	Rails for Belt Railroad	18,496 96
Nov. 10.	Healy, Tibbits & Co.	455	Constructing Freight Sheds	3,668 35
Nov. 12.	B. McMahon & Son.	456	Repairing Center Street Wharf	3,188 25
Nov. 19.	Healy, Tibbits & Co.	457	Constructing Freight Sheds	2,294 75
Nov. 19.	B. McMahon & Son.	458	Repiling Center Street Pier	1,234 55
Nov. 24.	Golden Gate Lum. Co.	459	Lumber	4,036 15
Nov. 27.	D. H. Bibb.	460	Piles	7,828 80
Dec. 2.	Daniel Harney.	461	Paving	8,327 89
Dec. 2.	S. F. Bridge Co.	462	Constructing seawall	4,926 75
Dec. 2.	Thomas Thomson.	463	Repairs to Merchants' Dry Dock	2,083 20
Dec. 8.	F. J. & J. V. Owens, T. E. Green, assignee.	464	Constructing seawall	4,735 83
Dec. 8.	Chas. A. Warren.	465	Sand, filling East Street	916 41
Dec. 15.	Thomas Thomson.	466	Repairs, Merchants Dry Dock	1,138 67
Dec. 24.	D. McLeod.	467	Paving Seawall Lot No. 11	1,840 25
Dec. 31.	Thomas Thomson.	468	Repairs, East Street	1,523 25
Dec. 31.	D. H. Bibb.	469	Piles	1,732 71
1892.				
Jan. 5.	Golden Gate Lum. Co.	470	Lumber	3,729 86
Jan. 5.	S. F. Bridge Co.	471	Constructing seawall	4,635 42
Jan. 12.	Pacific Imp. Co.	472	Creosoting piles	10,489 98
Jan. 26.	Golden Gate Lum. Co.	473	Lumber	2,425 73
Jan. 26.	D. H. Bibb.	474	Piles	3,452 12
Jan. 26.	Chas. A. Warren.	475	Filling East Street	1,671 09
Jan. 28.	Daniel Harney.	476	Paving Seawall Lot No. 12	6,559 48
Jan. 28.	Daniel Harney.	477	Paving crossings, East Street	1,220 68
Feb. 2.	Thomas Thomson.	478	Repairing bulkhead	1,450 36

REPORT OF BOARD OF STATE HARBOR COMMISSIONERS.

11

Cr. SAN FRANCISCO HARBOR IMPROVEMENT FUND—Continued.

Date.	Order.	No.	On Account of.	Amount.
1892.				
Feb. 2.	S. F. Bridge Co.	479	Constructing seawall.	\$5,229 45
Feb. 2.	Darby Laydon & Co.	480	Constructing Belt Railroad	1,285 00
Feb. 4.	F. J. & J. V. Owens, T. E. Green, assignee	481	Constructing seawall	1,867 12
Feb. 4.	F. J. & J. V. Owens, T. E. Green, assignee	482	Constructing seawall	4,404 04
Mar. 1.	S. F. Bridge Co.	483	Repairs, Mission Street Wharf No. 2	1,945 12
Mar. 1.	S. F. Bridge Co.	484	Constructing seawall	6,552 35
Mar. 3.	D. H. Bibb	485	Piles	3,495 72
Mar. 3.	Golden Gate Lum. Co.	486	Lumber	4,348 68
Mar. 10.	F. J. & J. V. Owens, T. E. Green, assignee	487	Constructing seawall	2,843 01
Mar. 15.	B. McMahon & Son	488	Repairs, Ferry Slip No. 8	4,736 45
Mar. 22.	Isaac H. Cory	489	Rails, Belt Railroad	4,537 79
Mar. 24.	Golden Gate Lum. Co.	490	Lumber	2,530 76
Mar. 24.	D. H. Bibb	491	Piles	3,247 48
Mar. 29.	S. F. Bridge Co.	492	Repairs, Mission Street Wharf No. 2	3,491 80
Apr. 5.	F. J. & J. V. Owens, T. E. Green, assignee	493	Constructing seawall	4,704 38
Apr. 5.	F. J. & J. V. Owens, T. E. Green, assignee	494	Constructing seawall	1,887 50
Apr. 26.	D. H. Bibb	495	Piles	1,887 62
Apr. 26.	Golden Gate Lum. Co.	496	Lumber	3,691 30
May 5.	Paraffine Paint Co.	497	Coating piles	1,323 36
May 5.	F. J. & J. V. Owens, T. E. Green, assignee	498	Constructing seawall	4,636 97
May 5.	F. J. & J. V. Owens, T. E. Green, assignee	499	Constructing seawall	2,758 13
May 5.	S. F. Bridge Co.	500	Constructing seawall	12,138 50
May 26.	D. H. Bibb	501	Piles	2,696 16
May 26.	Golden Gate Lum. Co.	502	Lumber	3,180 91
June 2.	Cotton Bros. & Co.	503	Rebuilding Ferry Slip No. 2	1,042 80
June 2.	S. F. Bridge Co.	504	Constructing seawall	7,229 39
June 2.	F. J. & J. V. Owens, T. E. Green, assignee	505	Constructing seawall	6,147 90
June 9.	Paraffine Paint Co.	506	Coating piles	3,133 44
June 16.	W. C. Raisch	507	Paving East Street	2,601 19
June 23.	Golden Gate Lum. Co.	508	Lumber	3,878 70
June 23.	D. H. Bibb	509	Piles	3,679 62
			Total drawn for fiscal year 1891-92	\$366,205 44
Total amount drawn for the two fiscal years ending June 30, 1892				\$599,196 69
Balance in San Francisco Harbor Improvement Fund				353,268 30
				\$952,464 99

BALANCE SHEET.

From November 4, 1863, to June 30, 1892.

RECEIPTS.		
From dockage, tolls, wharfage, rents, etc.		\$11,359,422 77
DISBURSEMENTS.		
Salaries of Commissioners, Secretaries, Engineers, Attorneys, Wharfingers, and Collectors, law fees, fuel, electric lights, rents, stationery, etc.	\$2,472,289 61	
Constructing and repairing wharves, sheds, etc.	4,362,560 46	
Constructing seawall and improving seawall lots	2,543,774 39	
Purchase of and constructing dredgers, tugs, and scows	145,712 01	
Dredging (cost of)	1,288,909 51	
Payroll of crew of fireboat	57,542 16	
Suspense account (defalcation of John S. Gray)	23,308 10	
Miscellaneous (loss of merchandise, damages to vessels, dockage, tolls, wharfage, and rents returned, etc.)	30,423 16	
Constructing and operating Belt Railroad	81,635 07	
Cash in treasury	353,268 30	
Dr. CASH.		11,359,422 77
To amount remitted to State Treasurer		\$6,532,994 22
Cr. CASH.		
By amount drawn from State Treasurer	\$6,179,725 92	
By cash on hand in treasury	353,268 30	
		\$6,532,994 22

CONSTRUCTION ACCOUNT.

The construction account has been segregated into five classes:

First—Work under way at the date of the last biennial report and since completed.

Second—Work contracted for and completed within the years June 30, 1890, and July 1, 1892.

Third—Work contracted for since June 30, 1890, but not yet completed.

Fourth—Seawall construction and works appertaining thereto.

Fifth—The Belt Railroad.

First.

Coating piles with "Key West Pile Armor." Date of contract, January 15, 1889. M. Connell, contractor.

Paid prior to June 30, 1890—		
Coating 33,147 linear feet, at 35 cents per foot	\$11,601 45	
Twenty-five per cent retained	2,900 36	
Payment		
July 2, 1890, coating 20,458 linear feet, at 35 cents per foot	\$7,160 30	
Amount retained as above	2,900 36	
	10,060 66	
	\$18,761 75	

Rebuilding Ferry Slip No. 1 and Clay Street Pier. Date of contract, August 27, 1889. B. McMahon & Son, contractors.

Contract price.....	\$26,250 00
Additions to contract.....	1,626 32
	<u>\$27,876 32</u>
Less penalty for failure to complete work within contract time.....	\$411 50
Less 13 piles not driven, at \$14 50 per pile	188 50
	<u>600 00</u>
	<u>\$27 276 32</u>
Paid prior to June 30, 1890.....	\$19,895 62
Paid August 7, 1890.....	7,380 70
	<u>\$27,276 32</u>

Building shed on Clay Street Pier. Date of contract, March 10, 1890. B. McMahon & Son, contractors.

Contract price.....	\$5,370 00
Paid prior to June 20, 1890.....	\$2,819 25
Paid July 9, 1890.....	2,550 75

Second.

Under the second class are the following contracts:

Car Ferry Slip at Section 4, seawall: Date of contract, August 4, 1890. San Francisco Bridge Co., contractors.

Contract price.....	\$43,783.00
Addition to contract:	
2,652 feet (B. M.) extra ribbing, at \$40 per M.....	\$106 08
5,379 feet (B. M.) extra lumber in extension, at \$24 per M.....	129 09
Constructing slides in tower.....	25 00
10,249 pounds iron used in excess of plan, at 6 cents per pound.....	614 94
2 $\frac{1}{4}$ tons iron in counter weights, at \$27 per ton.....	70 20
18 extra piles furnished and driven, at \$60 per pile.....	1,080 00
Taking up and resetting concrete blocks.....	795 00
	<u>\$2,820 31</u>
Deduct for removal of shed	100 00
	<u>2,720 31</u>
	<u>\$46,503 31</u>

Coating piles. Date of contract, August 26, 1890. Paraffine Paint Co., contractors.

31,358 linear feet, at 35 cents per foot.....	\$10,975 30
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Scow for pile driver. Date of contract, August 5, 1890. A. Bertelsen and W. Campbell, contractors.

Contract price.....	\$2,100 00
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Wooden sewer 4x5 feet, from Market and East Streets to foot of Merchant Street. Date of contract, December 11, 1890. Healy, Tibbits & Co., contractors.

405 $\frac{1}{2}$ linear feet sewer, at \$11 95 per foot	\$4,845 72
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Temporary depot at foot of Market Street. Date of contract, December 18, 1890. C. L. Crisman, contractor.

Contract price.....	\$9,669 00
Addition to contract	294 02
	<u>\$9,963 02</u>

Office on Broadway Wharf No. 1. Date of contract, December 30, 1890. Wm. Fowler, contractor.

Contract price.....	\$2,550 00
Addition to contract	165 50
	<u>\$2,715 50</u>

Paving a portion of East Street at the intersection of Mission Street, 4,700 square feet. Date of contract, April 22, 1891. W. C. Raisch, contractor.

Contract price.....	\$977 00
Addition to contract	74 83
	<u>\$1,051 83</u>

Grading and macadamizing a portion of East Street from Mission to Howard Street, about 20,240 square feet. Date of contract, April 22, 1891. F. E. Champion and G. W. Elder, contractors.

20,240 square feet, at 5 cents per square foot.....	\$1,012 00
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Shed over pier at Lombard Street Wharf. Date of contract, May 1, 1891. W. M. Fowler, contractor.

Contract price.....	\$1,096 00
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Repairing Spear Street Pier. Date of contract, June 18, 1891. Healy, Tibbits & Co., contractors.

57 piles, at \$13 97 per pile.....	\$796 29
36,781 feet (B. M.) of stringers and planking, at \$19 65 per M.....	722 75
8,408 feet (B. M.) of chocks and compound stringers, at \$22 90 per M.....	192 54
Raising posts and placing five foot blocks.....	30 00
	<u>\$1,741 58</u>

Paving and repaving a portion of East Street. Date of contract, July 2, 1891. A. J. Raisch, contractor.

5,841 square feet paving, at 21½ cents per square foot.....	\$1,255 82
17,712 square feet repaved, at 6 cents per square foot.....	1,062 72
12,408 square feet repairing, at 3½ cents per square foot.....	434 28
	<u>\$2,752 82</u>

Paving and repaving a portion of East Street. Date of contract, July 2, 1891. D. M. McLeod, contractor.

6,041 square feet paving, at 21½ cents per square foot.....	\$1,298 82
20,363 square feet repaving, at 3½ cents per square foot.....	712 70
	<u>\$2,011 52</u>

Removing old wharf and constructing new wharf on East Street, between Howard and Folsom Streets. Date of contract, June 18, 1891. B. McMahon & Son, contractors.

Contract price.....	\$8,957 00
Addition to contract	120 00
	<hr/>
	\$9,077 00

Filling on East Street, between Howard and Folsom Streets. Date of contract, June 18, 1891. C. A. Warren, contractor.

10,350 cubic yards filling, at 25 cents per cubic yard	\$2,587 50
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Rebuilding 100 feet of Channel Street Wharf. Date of contract, July 2, 1891. Thomas Thomson, contractor.

Contract price.....	\$1,494 00
Addition to contract, 11,356 feet (B. M.) lumber, at \$22 50 per M...	255 51
Addition to contract, 5 piles, at \$15 per pile.....	75 00
	<hr/>
	\$1,824 51

Wharf 30x100 feet on Channel Street, between Fifth and Sixth Streets. Date of contract, July 28, 1891. W. S. Gage, contractor.

Contract price.....	\$1,250 00
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Coating piles for Fishermen's Wharf. Date of contract, July 30, 1891. Paraffine Paint Co., contractors.

13,952 linear feet, at 35 cents per foot.....	\$4,883 20
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Addition to Fishermen's Wharf and breakwater. Date of contract, July 30, 1891. Darby Laydon & Co., contractors.

Contract price.....	\$6,427 00
Addition to contract, 4,891 feet lumber, at \$22 per M.....	107 60
Addition to contract, rebolting old breakwater.....	10 00
	<hr/>
Less 12 breakwater piles not driven	\$6,544 60
	<hr/>
	120 00
	<hr/>
	\$6,424 60

Paving and curbing East Street, between Mission and Howard Streets. Date of contract, August 11, 1891. John J. Dowling, contractor.

19,210 square feet paving, at 18½ cents per square foot.....	\$3,553 85
461 linear feet curbing, at 90 cents per foot	414 90
240 square feet repaving, at 3 cents per square foot.....	7 20
	<hr/>
	\$3,975 95

Repiling Center Street Pier. Date of contract, September 11, 1891. B. McMahon & Son, contractors.

350 piles furnished and driven, at \$11 per pile	\$3,850 00
30,962 feet lumber (B. M.), at \$18 50 per M.....	572 80
	<hr/>
	\$4,422 80

Paving and repaving East Street, between Berkeley Férry and Jackson Street. Date of contract, September 18, 1891. D. M. McLeod, contractor.

18,671½ square feet paving, at 18½ cents per square foot	\$3,454 24
6,880 square feet repaving, at 3 cents per square foot	206 40
2,649½ square feet blocks, furnished at 5 cents per square foot	132 46
22 cubic yards filling and macadamizing, at 40 cents per cubic yard	8 80
	<hr/>
	\$3,801 90

Removing and rebuilding a portion of Mission Street Pier No. 1. Date of contract, January 14, 1892. San Francisco Bridge Co., contractors.

Contract price	\$5,187 00
Addition to contract, removing two additional bents	50 00
8,692 feet (M. B.) additional stringers, at \$23 per M.	199 92
	<hr/>
	\$5,436 92

Rebuilding spring line, Ferry Slip No. 8. Date of contract, January 29, 1892. B. McMahon & Son, contractors.

Rebuilding spring line	\$3,750 00
Driving sixty-seven extra standard piles, at \$13 85 per pile	927 95
Driving one extra spring pile	17 50
580 feet ribbing, at \$50 per M.	29 00
Rebolting four piles and fitting chocks	12 00
	<hr/>
	\$4,736 45

Repairing Merchants' Dry Dock. Date of contract, October 31, 1891. Thomas Thomson, contractor.

Furnishing, driving, and fastening 58 piles, at \$16 50 per pile	\$974 40
Furnishing, fitting, and fastening 6,571 feet (B. M.) chocks, at \$25 per M. feet	164 27
	<hr/>
	\$1,138 67

Repairing bulkhead between Howard and Folsom Streets. Date of contract, October 31, 1891. Thomas Thomson, contractor.

Furnishing, driving, and fastening 105 piles, at \$16 80 per pile	\$1,764 00
Furnishing, fitting, and fastening 450 feet lumber, at \$25 per M.	11 25
Battening, rods, and repairs—bulkhead	1,198 36
	<hr/>
	\$2,973 61

Paving portion of East Street. Date of contract, April 20, 1892, W. C. Raisch, contractor.

13,254½ square feet paving, at 18¾ cents per square foot	\$2,485 29
391 linear feet curb, at 6½ cents per foot	25 90
2 drains, at \$45 per drain	90 00
	<hr/>
	\$2,601 19

Creosoting piles. Pacific Improvement Co., contractors.

24 piles, 1,169 cubic feet, 15 pounds oil to cubic foot, at 32½ cents per cubic foot	\$383 78
622 piles, 31,518 cubic feet, 14 pounds oil to cubic foot, at 31 cents per cubic foot	9,770 58
Labor peeling piles	335 62
	<hr/>
	\$10,489 98

Paving portions of Sections 6 and 7 of the seawall. Date of contract, September 20, 1890. A. J. Raisch, contractor.

39,007 square feet paved, at 22½ cents per square foot	\$8,711 56
27,416 square feet repaved, at 3½ cents per square foot	1,062 37
941 linear feet wooden curb, at 29 cents per linear foot	272 89
114 linear feet granite curb, at \$1 04½ per linear foot	119 13
Raising cesspool	5 00
1,700 square feet macadam, at 6 cents per square foot	102 00
Relaying and altering sidewalk	10 00
218 linear feet curbing relaid	39 70
Hauling blocks	31 50
597 cubic yards filling, at 30 cents per cubic yard	179 10
	<hr/>
	\$10,533 25

Three dolphins, between Ferry Slips Nos. 6 and 7. Date of contract, April 18, 1892. Healy, Tibbits & Co., contractors.

Contract price	\$711 62
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Third.

Under the third class, or contracts under way on June 30, 1892, and upon which partial payments have been made, are:

Coating piles for Ferry Slips Nos. 2 and 3. Date of contract, March 14, 1892. Paraffine Paint Company, contractors.

Paid on account 12,380 linear feet, at 36 cents per foot	\$4,456 80
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Rebuilding Ferry Slip No. 2. Date of contract, March 1, 1892. Cotton Bros. & Co., contractors.

Contract price	\$27,997 00
Amount paid on account	1,042 80
	<hr/>
	\$26,954 20

THE SEAWALL AND WORKS APPERTAINING THERETO.

The seawall as now constructed and under contract extends from the foot of Taylor Street to near the foot of Mission Street, a distance of 9,201 feet.

Section 8a is under contract with the San Francisco Bridge Company. The contract was let on March 5, 1891. This section completes the wall across the foot of Market Street, and is of the same type of wall as Section 8b, or a vertical concrete wall. It is expected that this work will be completed during the present calendar year.

Section B, extending westerly 1,000 feet from Section A, or from the foot of Powell Street to the foot of Taylor Street, was let to F. J. & J. V. Owens on September 22, 1890. The work has met with many delays, owing to the inability of the contractors to carry out their work. Their bondsmen have intervened and are endeavoring to carry out the terms of the contract. It is hoped that this section will be completed before severe rains set in.

The following are the bids received upon these two pieces of seawall construction, at the respective dates mentioned:

SECTION B.

Name of Bidder.	Wharf.	Earth per Cubic Yard.	Rock per Ton.	Total.
F. J. & J. V. Owens*	\$25,000 00	\$0 23	\$0 70	\$93,320 00
Antonelle & Doe	21,900 00	38½	79½	109,890 00
San Francisco Bridge Co.	20,000 00	18	90	98,120 00
Warren & Malley	22,000 00	22	90	103,480 00
W. C. Wing	27,000 00	40	1 00	130,600 00
J. W. McDonald	26,000 00	35	1 09	131,700 00
John Kelso	21,750 00	39	89½	117,160 00
B. McMahon & Son	24,000 00	45	1 10	138,800 00

* Lowest bidder, contract awarded.

SECTION 8a.

Name of Bidder.	Timber Foundation.	Concrete per Cubic Yard.	Sand per Cubic Yard.	Stone per Ton.	Total.
W. H. Norton†					\$98,308 50
W. C. Raisch	\$70,000 00	\$17 00	\$0 50	\$2 00	134,441 00
San Francisco Bridge Co.*	63,824 00	6 00	10	1 00	83,987 00
California Bridge Co.	74,540 00	12 00	30	2 00	118,866 00
Healy, Tibbits & Co.	69,900 00	6 95	45	1 08	106,494 85
L. B. Doe	45,460 00	15 60	30	1 25	97,290 05
Darby Laydon & Co.	34,250 00	16 50	40	2 00	93,479 50
Hoffman & Bates	42,000 00	12 00	30	1 50	85,513 50
B. McMahon & Son	46,450 00	9 25	37½	1 75	86,706 50
Pacific Bridge Co.	57,140 00	10 00	30	1 00	94,995 00
Randall & Hunt	45,205 50	16 50	32	1 00	99,610 00
Carter Bros.	84,530 00	7 00	09	1 10	106,878 50

† Informal; rejected.

* Lowest bidder; contract awarded.

The following financial statement regarding this work shows its status at the close of the fiscal year ending June 30, 1892:

Construction of Section 8b, seawall. Date of contract, October 25, 1888. J. S. Antonelle, contractor:

Paid prior to June 30, 1890.	\$69,652 04
Paid from June 30, 1890, to June 30, 1892, on work completed and 25 per cent retained.	\$41,977 89
Less amount expended to maintain grade at south end	195 00
	41,782 89
	\$111,434 93

Of this amount, \$28,084 12 was paid to the Kennedy & Shaw Lumber Co., assignee of J. S. Antonelle, contractor. There being several claimants for this sum, the Board protected the interests of the State by obligating the Kennedy & Shaw Lumber Co. to guarantee the State against loss. This is more fully set forth in the appended report of the attorney of the Board.

Construction of Section B, seawall. Date of contract, September 22, 1890. F. J. & J. V. Owens, contractors.

Paid prior to June 30, 1891.	\$13,833 83
Paid on account from June 30, 1891, to June 30, 1892.	38,384 40
	\$52,218 23

Construction of Section 8a, seawall. Date of contract, March 5, 1891. San Francisco Bridge Co., contractors.

Contract price	\$83,987 00
Paid on account	\$56,729 61
Addition to contract	1,949 20

\$58,678 81

The completed seawall has cost as follows:

Section A, 561 feet long, \$152 61 per linear foot, constructed 1879-80	\$85,614 53
Section 1, 1,000 feet long, \$165 63 per linear foot, constructed 1878-79	165,631 40
Section 2, 1,000 feet long, \$167 50 per linear foot, constructed 1879-80	167,504 09
Section 3, 1,000 feet long, \$235 50 per linear foot, constructed 1879-81	235,049 51
Section 4, 1,000 feet long, \$240 87 per linear foot, constructed 1880-82	240,872 01
Section 5, 1,000 feet long, \$169 89 per linear foot, constructed 1883-84	169,893 57
Section 6, 800 feet long, \$158 47 per linear foot, constructed 1885-86	126,779 73
Section 7, 1,000 feet long, \$109 32 per linear foot, constructed 1887-89	109,327 99

Total cost of 7,361 feet (average cost per linear foot, \$176 70)..... \$1,300,672 85

The extension of the seawall to Van Ness Avenue will reclaim a large area for the State as seawall lots.

The Board would call the attention of the executive and legislative departments of the State to the growing developments of the property between Black Point and the Presidio. The water-front line of 1876-7, as laid down by the Board of Engineers, has not been ratified west of Van Ness Avenue by legislative action. The Legislature of 1893 should pass such laws as would initiate the extension of this line, and authorize this Board to proceed with such preliminary work as may be found necessary and advisable.

THE BELT RAILROAD.

The Act of March 19, 1889 (Stats. 1889, p. 338), authorized and directed this Board to construct the Belt Railroad. So much as has been deemed necessary has been built, and a supply of 501 tons of 60-pound steel rails, and the requisite fastenings, have been obtained. The road as constructed extends from the foot of Francisco Street to the foot of Broadway—with double tracks and three rails, to accommodate broad and narrow-gauge cars throughout. Connections are had with the various railroads by steam-ferry transfer at the foot of Lombard Street, and side-tracks are provided on Seawall Lots Nos. 10, 11, 12, 13, and 14.

The Board owns and operates one first-class Baldwin yard locomotive and two station flat cars.

The policy of the Board was outlined in the report of 1888-90, as follows:

There can be no doubt of the advantages to the State at large of the past policy of the Board regarding the absolute ownership and control by the State of all the waterfront property, and the structures thereon. No person nor corporation should own any structure whatever upon the State property, nor should such structure, when built by the State, be under the exclusive control of any person or corporation. (Report 1888-90, pp. 14-15.)

The Board has found this view sound, not only in carrying out the Belt Railroad, but in all portions of its vast trust.

The cost of construction and equipment of the Belt Railroad has been as follows:

EXPENDITURES.	Fiscal Year 1890-91.	Fiscal Year 1891-92.	Total.
Construction—			
Contract price.....		\$36,775 00	
Additions ordered by Board.....		3,352 02	
Rails, cars, locomotive, etc.....	\$327 61	34,061 88	
Totals.....	\$327 61	\$74,188 90	\$74,516 51
Maintenance—			
Employés.....		\$4,769 31	
Fuel, repairs, water, oil, etc.....		2,349 25	
			7,118 56
Depots—			
Freight sheds, coal platform—contract price.....		\$8,433 00	
Additions ordered by the Board.....		830 00	
Paving Lots 10, 11, 12, and adjacent streets.....		14,887 37	
			24,150 37
Car ferry slip at Section 4, seawall—			
Contract price.....	\$43,783 00		
Additions ordered by Board.....	2,720 31		
			46,503 31
REVENUE.			\$152,288 75
Received for switching cars.....		\$4,580 75	
Received for rent of freight sheds and ferry slip.....		8,406 43	
Received from tolls.....		4,493 17	
Total.....			\$17,480 35

502 tons rails and fastenings purchased and on hand.....	\$18,496 96
Freight on same.....	4,537 79
Total cost (included in above).....	\$23,034 75
June bills paid in July—	
Switching.....	\$965 25
Tolls.....	702 60
Earnings (not included in above).....	\$1,667 85

To this must be added the value of the property occupied. The following estimate is a conservative one:

Value of Seawall Lots Nos. 10, 11, 12.....	\$700,000 00
Value of Seawall Lots Nos. 13 and 14, portions occupied.....	100,000 00
	\$800,000 00

Fifth.

Under the fifth head of contracts, the following have been entered into and discharged during the past two fiscal years:

Constructing Belt Railroad. Date of contract, April 7, 1891. Darby Laydon & Co., contractors.

Contract price.....	\$36,775 00
Additions to contract.....	3,352 02
	\$40,127 02
400 tons rails furnished.....	\$20,000 00
7,300 cross-ties.....	3,285 00
Grading, laying track, switches, and additions to contract.....	16,842 02
	\$40,127 02

Freight Sheds and Coal Platform on Seawall Lots Nos. 12 and 14.
 Date of contract, August 13, 1891. Healy, Tibbits & Co., contractors.

Contract price	\$8,433 00
Additions to contract	830 00
	<u>\$9,263 00</u>

Paving and drains, Seawall Lot No. 12, and paving portions of Green and Front Streets. Date of contract, October 15, 1891. Daniel Harney, contractor.

73,239 ¹⁷ / ₁₀₀ square feet paving, at 16 ¹ / ₂ cents per square foot	\$12,359 21
14,697 ¹ / ₄ square feet repaving, at 3 cents per square foot	440 93
420 linear feet 18-inch sewer, at \$1 98 per foot	831 60
279 linear feet 8-inch sewer, at 70 cents per foot	195 30
2,104 linear feet curbing, at 20 cents per foot	420 80
434 ¹ / ₂ linear feet curbing, at 15 cents per foot	65 13
201 ¹ / ₂ linear feet curbing, at 10 cents per foot	20 15
Additions, grading, filling, drains	554 25
	<u>\$14,887 37</u>

Furnishing 501 tons of 60-pound steel rails and fastenings. Date of contract, October 6, 1891. Isaac H. Cory, contractor.

501 ¹ / ₄ tons steel rails, at \$40 60 per ton	\$20,350 75
2,000 sets of fishplates, at 85 cents per set	1,700 00
32,000 pounds spikes, at \$2 70 per 100 pounds	864 00
8 boxes nut locks, at \$15 per box	120 00
	<u>\$23,034 75</u>

Paid November 10, 1891, and March 22, 1892.

These rails and fastenings are on hand for extensions of the Belt Railroad and yard facilities upon seawall lots, wharves, and piers.

LEASES.

Since the date of the last biennial report, the only lease then outstanding has expired, namely: The lease to the Pacific Mail Steamship Company, of New York, of the property at Brannan and First Streets.

This lease expired on January 6, 1892. Negotiations were conducted looking to changing the location of this company, but it was found inexpedient to make any immediate change.

The Board therefore assigned the company the use of the wharves and sheds at Brannan and First Streets, at a monthly rental of \$1,800, conditioned upon the assumption by the company of the cost of maintaining the structures.

REPAIRS AND PILE DRIVING.

The pile driving plant owned by the Board has been kept in constant use. Such use has naturally required extensive repairs to the machinery. The Board is satisfied with the greater economy in thus performing work, and the results show a saving over the average cost of this work when done by contract.

DREDGING.

The dredging operations of the Board have been continued as heretofore. The change in the character of materials to be dredged for Section B necessitated a more powerful bucket to attack the packed beach sand at that locality.

The age and unsound condition of the tug "Anasha" has necessitated the construction of an additional tug, which will be the counterpart of the "Gov. Irwin." A contract has therefore been let to Messrs. Hinkley, Spiers & Hayes for the construction of a tug and fire-boat, to cost \$22,475. No payments have as yet been made.

The "Anasha" was furnished in 1875, as part of the dredging plant then acquired by the State. In this connection, it may be proper to review the past cost of dredging.

From 1863 to 1874 dredging was done by contract, at prices ranging from 36 cents to 50 cents per cubic yard, the average price being near the latter figure.

This cost was deemed excessive by Chief Engineer Arnold, who urged the abandonment of the contract system and the State ownership of a complete dredging plant.

This was accomplished in 1874, and the cost of dredging has varied since that date from $6\frac{87}{100}$ cents to $12\frac{97}{100}$ cents per cubic yard, the variation being caused by extensive repairs to the plant, and by variations in the price of fuel. The beneficial results of the system are very apparent.

The appended table gives the detailed items of this work since the inauguration of the system:

STATEMENT OF COST OF DREDGING.

Fiscal Year Ending—	Salary of Employees.	Repairs.	Coal.	Ship Chancery and Water.	Miscellaneous, including Docking, Dredges, Tugs, and Snows.	Total.	No. Yards Dredged.	Worked No. Hours.	Cost per Cubic Yard. Cents.
June 30, 1876	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	10,76-100	2,348 3%
June 30, 1876	11,932 98	7,639 43	8,224 04	1,660 85	1,905 74	31,363 19	342,638	9,15-100	2,634
June 30, 1877	11,930 99	4,041 44	6,971 71	1,582 10	1,676 79	25,233 03	280,197	9,1-100	2,478 1%
June 30, 1878	17,188 80	7,372 48	7,764 86	2,666 37	3,032 55	38,214 40	423,654	9,2-100	3,080
June 30, 1879	26,201 70	14,963 70	11,755 12	5,443 70	1,289 60	60,454 68	843,879	4,694	7,16-100
June 30, 1880	27,202 59	8,824 19	11,115 11	4,184 66	318 75	51,645 29	749,011	6,89-100	4,323
June 30, 1881	25,948 49	10,196 63	11,037 15	4,194 44	86 81	51,492 62	732,919	7,2-100	3,962 1%
June 30, 1882	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,639 1 1/2	3,639 1 1/2
June 30, 1883	25,860 01	12,162 06	9,083 06	3,900 58	561 80	51,457 50	635,322	8,13-100	3,776 1 1/2
June 30, 1884	26,358 00	20,906 35	9,838 60	3,627 45	50 00	60,750 40	643,100	9,45-100	3,663 1 1/2
June 30, 1885	26,896 24	11,610 58	10,074 34	3,657 64	20 00	52,258 80	680,700	3,652 1 1/2	3,652 1 1/2
June 30, 1886	26,634 65	6,293 18	9,886 55	3,641 02	20 00	46,675 40	678,900	6,87-100	3,758 1 1/2
June 30, 1887	26,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 98	601,800	12,97-100	3,175 1 1/2
June 30, 1888	27,787 00	10,264 87	11,339 27	4,154 26	537 30	54,082 70	717,600	3,797 1 1/2	7,52-100
June 30, 1889	27,847 00	21,004 76	9,392 65	3,292 77	887 78	62,424 96	536,800	3,010	11,62-100
June 30, 1890	27,825 87	10,403 04	9,377 93	3,671 64	310 53	61,588 91	645,300	3,298	7,99-100
June 30, 1891	28,112 45	8,919 66	10,163 75	3,735 55	2,269 40	53,230 81	569,300	9,35-100	3,206 1 1/2
June 30, 1892	28,151 00	14,121 49	9,545 08	3,736 01	528 12	56,081 70	622,400	3,568	10,73-100

LITIGATION.

The Board respectfully calls attention to, and commends the very full and satisfactory report of, their attorney, Mr. F. S. Stratton.

It will be observed that all old cases pending for years have been pushed to final decision, which in nearly all cases has been in favor of the State.

Also, that \$3,910 25 has been collected from defaulting officers and employés, and from disputed tolls and dockage, which sum has been paid into the Harbor Improvement Fund.

Respectfully submitted.

C. F. BASSETT,
CHAS. O. ALEXANDER,
W. H. BROWN,
Board of State Harbor Commissioners.

REPORT OF J. B. HARRIES, EXPERT ACCOUNTANT.

SAN FRANCISCO, October 1, 1892.

To the honorable Board of State Harbor Commissioners:

GENTLEMEN: Since the date of my last report, in compliance with your instructions, I have examined the books and accounts of the department for the six months ending June 30, 1892. This completes my examination of the two years' business, commencing July 1, 1890, and ending June 30, 1892.

BANK AND CASH ACCOUNT.

(Balanced to September 27, 1892, inclusive.)

Balance as per cash book	\$32,657 09
Balance at bank per check book	\$31,287 92
In safe—checks payable to Commissioners	992 10
In safe—gold and silver coin	382 65
Petty cash disbursements (not charged up until the end of month)	20 85
	<hr/>
Surplus in cash, \$26 43.	\$32,683 52

SAN FRANCISCO HARBOR IMPROVEMENT FUND.

I am in receipt of a letter from the Hon. E. P. Colgan, State Controller, under date of September 20, 1892, replying to my respects of the 19th of same month, wherein he reports:

Balance to the credit of the San Francisco Harbor Improvement Fund, June 30, 1892	\$328,357 18
Add the amount remitted by the Secretary of the Board of State Harbor Commissioners in settlement of June accounts	24,911 16
	<hr/>
Balance as per ledger, June 30, 1892	\$353,268 34
	353,268 30

Difference between accounts long standing, 4 cents.

I would therefore report that the accounting is correct. I have also examined the several statements of receipts and disbursements embodied in the biennial report, and compared them with the ledger accounts of the Commissioners, and find them likewise correct.

Of the general working of the business everything runs smoothly, and in the carrying on of the Secretary's department there is a commendable amount of care and efficiency displayed. Other departments with which I have not such immediate contact seem entitled to the same meed of praise.

JULIAN B. HARRIES,
Accountant.

REPORT OF F. S. STRATTON, ATTORNEY.

SAN FRANCISCO, August 1, 1892.

To the honorable Board of State Harbor Commissioners:

GENTLEMEN: I herewith submit to you the following report, showing the present condition of matters relating to the Law Department of the Board.

It has been customary with my predecessors in office to refer merely to the actual litigation of the Board; but my experience has shown that the duties of the attorney are as largely concerned with questions submitted, proceedings undertaken, and opinions requested, which do not involve appearance in Court, but which nevertheless are important in results and in time and labor expended. This branch of the duties of the office may, perhaps, with propriety be referred to in this report.

Upon the commencement of my term of office, November 1, 1890, a large number of cases were pending in which the Board was a party, some of them of very long standing, and it has been my aim to clear the calendar of all such suits, both old and new. In this a large measure of success has been obtained, to the end that during the first part of my present term fifteen cases have been taken up and disposed of, all of them resulting favorably to the Board, except one which was tried and decided pursuant to directions from the Supreme Court on a former appeal.

Generally speaking, there are only several actions which are now pending, and all matters in this department are up to date.

I have held myself in readiness at all times to attend, and have, whenever desired, been present at the meetings of the Board. I have continually been called upon to render oral opinions and advise in business coming before the Commission, and in addition I have given written opinions touching matters of law in a large number of instances, from time to time as desired.

Proposed laws and Code amendments have been drafted, contracts drawn up, and parties with supposed claims against the State, arising out of the business of the Commission, the asserted negligence of its employés, or the derelictions of its contractors, have been on many occasions satisfied without recourse to litigation.

Some ten or more cases have also been tried by me in the Police Courts, being prosecutions by the Board in the name of the people against various parties for the promiscuous dumping of earth, rock, and sand into portions of the harbor already dredged by the State. Convictions were had in all cases, and the effect has been largely to prevent the continued obstruction to navigation and commerce by the gradual filling in of navigable waters.

With several of its contracts for constructing portions of the seawall, the Board and counsel have been put to great annoyance by dereliction on the part of contractors. In the matter of contract with Messrs.

Antonelle & Doe, wherein some \$28,000 was due from the Board on completion of the work, rival claimants to the fund in great number argued their respective rights, and four separate suits were instituted against the Commissioners. The matter was finally adjusted by drawing a warrant in favor of the original contractors and their direct assignees, taking security in the form of certificate of deposit to protect the State against judgment by creditors and other parties in interest adverse to the contractors.

The contract with F. J. & J. V. Owens was also a fruitful source of contention between the Board on one side, and unpaid laborers and material men, creditors, assignees, and conflicting powers of agency from the contractors on the other. The sureties on the original bond given to secure due completion of the contract have now undertaken to finish the work.

During the past six months there have been collected by suit from the sureties of Josiah F. Fairfield, a defaulting Wharfinger, \$1,000; from Walter E. Huey, defaulting Collector, \$1,909 65; the Supreme Court has just affirmed judgment against the sureties of Wm. M. Haynie, defaulting Collector, for \$818, or thereabouts, which will be collected in due course, and from M. R. Roberts various bills for dockage, aggregating \$437 60, have been collected by judgments of Courts.

No special or assistant counsel have been employed by the Board during my incumbency, except Mr. John R. Jarboe was, at my suggestion, retained for the purpose of passing upon the correctness of draft of Act for the proposed issuance of bonds in the sum of \$600,000 for construction of the San Francisco freight and passenger depot.

I have, further, for the benefit of the Commissioners, and all other parties in interest, prepared a codified list of statutes and sections of the several Codes in full, which has been printed in pamphlet form, containing all laws and Acts in force relating to the Board. This volume has been freely indexed, and will, it is believed, be of use and benefit as a concise compendium of enactments concerning the duties and rights of the State Harbor Commissioners.

The litigation to which the Board has been a party, as conducted since November 1, 1890, may be detailed as follows:

The People ex rel. The Board of State Harbor Commissioners vs. Josiah F. Fairfield, Charles J. Hendry, and W. S. Ray. No. 10938, Supreme Court.

An action to recover \$12,672 95 from Fairfield as principal, and Hendry and Ray as sureties, on the former's bond as Wharfinger.

This action was pending in the Supreme Court on an appeal by defendants from a judgment against them for \$1,911. The case was submitted on briefs on March 18, 1891, and on July 13, 1891, an opinion was filed reversing the judgment and order appealed from. (See 90 Cal. p. 186.) On retrial, before Department No. 3 of the Superior Court of the City and County of San Francisco, a judgment for \$1,000 was entered, by consent, on January 17, 1892. This amount was then collected and paid in to the Board.

People of the State ex rel. Board of State Harbor Commissioners vs. H. M. La Rue and A. S. Greenlaw. No. 10996, Supreme Court.

This was an action to recover for defalcations by Wm. H. Haynie while Wharfinger.

Judgment for the Board was rendered by the lower Court, and, upon appeal, the decision was, on June 16th last, affirmed. (See 30 Pac. Reporter, p. 131.) The amount found due aggregates \$820, or thereabouts, the matter of costs being uncertain, and as the defendants are, as I understand it, responsible, I expect to turn over the sum claimed within a reasonable time.

John Hackett vs. The State of California. No. 27567, Superior Court.

This was the suit permitted by Act of the Legislature of March 15, 1889, wherein plaintiff, as assignee of Wm. D. English, claims damages in the sum of \$55,000 for breach of contract by the Board of State Harbor Commissioners.

This case was elaborately argued and submitted upon briefs before Judge Wallace, special counsel for the State having been heretofore employed to assist the attorney for the Board. On January 5, 1891, demurrer was sustained, which in effect went to the merits of the action, the Court holding broadly that Hackett was in no wise entitled to damages, and that the Board had not violated its contract with English. Since that date the complaint has been amended, and demurrer thereto again sustained, followed, upon refusal to amend, by entry of final judgment in favor of the Board and the State. No appeal to the Supreme Court has as yet been taken by plaintiff.

Warren Payne et al. vs. Wm. D. English et al. as members of the Board of State Harbor Commissioners. No. 20614, Superior Court.

This was an action to secure perpetual injunction against the Board, restraining them from constructing certain contemplated wharf improvements on Channel Street, southerly side of South Mission Block No. 12, bounded by Third, Fourth, Channel, and Berry Streets.

The real issue was as to whether the block in question was 240 feet wide, as contended by the Board, or 275 feet wide, as urged by plaintiffs. On July 20, 1888, the Court rendered judgment in favor of the Board. This was, however, on appeal, reversed by the Supreme Court on July 1, 1889. (See 79 Cal. p. 540.) The case was retried before Judge Garber during parts of February, March, and April, 1891, the case consuming both time and labor, and on August 4, 1891, decision was rendered in favor of plaintiffs. The settlement of statement on motion for a new trial and on appeal to the Supreme Court is now pending.

J. W. Taylor et al. vs. J. S. Antonelle and the Board of State Harbor Commissioners et al. No. 30606, Superior Court.

This was an action commenced September 22, 1890, to recover \$27,783 59 from the defendants Antonelle & Doe, and that the Board be directed to draw warrant for the sum named in favor of plaintiff.

This dispute was incident to the Antonelle & Doe complications above referred to, and was one of several suits growing out of the financial embarrassments of the seawall contractors. The Board, after hearing all the claims of various parties, drew warrant in favor of the Kennedy & Shaw Lumber Company as assignees of Antonelle & Doe, they having a clear *prima facie* title to the fund in question. The interests of all other claimants have, however, been protected by taking from the payees ample security with which to satisfy any judgments obtained, should the Courts determine that they have any rights. The Board has therefore, practically, no further interest in this action.

Pacific Rolling Mill Company vs. Wm. D. English et al. as members of the Board of State Harbor Commissioners. No. 31314, Superior Court.

This case also grew out of the Antonelle & Doe complications. The complaint was filed December 3, 1890, asking judgment for \$4,670 12, as assignees in equity of that amount from Antonelle & Doe. The action is in the same category as the suit above noticed, and is now set for trial before Judge Hebbard, for August 15, 1892.

The Kennedy & Shaw Lumber Company vs. William D. English et al. as members of the Board of State Harbor Commissioners. No. 31513, Superior Court.

In this case the corporation plaintiff sought to mandamus the Board by petition filed December 22, 1890, to secure drawing of warrant in their favor for \$28,012 as the assignees of Antonelle & Doe. After filing answer, counsel for the Board sought by motion to have all adverse parties brought into Court, and the rights of the conflicting claimants under Antonelle & Doe determined. This motion the Court, on March 20, 1891, denied, and subsequently, on July 23, 1891, a judgment of dismissal of the action was entered.

The People of the State, etc., ex rel. the Board of State Harbor Commissioners vs. Sidney J. Loop et al. No. 31926, Superior Court.

This was an action commenced January 29, 1891, against the sureties on the official bond of Walter E. Huey, late Collector of the Board, for the sum of \$2,786 05, the amount of his defalcations.

A trial was had on November 23 and 24, 1891, before Judge Finn and a jury, resulting in a verdict in favor of the Board, with costs, amounting to \$1,909 65. The defendants gave notice of intention to move for

new trial, but abandoned further proceedings, and on June 10, 1892, the final balance was collected from the sureties, and the entire amount found due paid over to the Board.

*The People ex rel. Board of State Harbor Commissioners vs. M. R. Roberts.
No. 56655, Justice's Court.*

This was a test case commenced May 14, 1891, to recover \$97 50, dockage charges, the defendant contending that his vessels were exempt from paying any rates, and that a certain Act of the Legislature, approved March 31, 1891, was unconstitutional and void.

On account of its importance, the action was transferred by stipulation to Judge Wallace, and tried by him May 22, 1891. A decision was rendered August 1, 1891, in favor of the Board on all points, and judgment entered accordingly.

The Commissioners remitted certain penalties, and the full dockage bill due was paid in to the Board.

*The People ex rel. Board of State Harbor Commissioners vs. M. R. Roberts.
No. 34219, Superior Court.*

This was an action to recover \$569 70 dockage charges, the complaint being filed September 15, 1891.

The matters involved were the same as in the case above noted. The Board remitted all penalties, and defendant subsequently, on September 17, 1891, paid in to the Board the full amount due.

*The People, etc., ex rel. Board of State Harbor Commissioners vs. Wm. B. Hill.
No. 34528, Superior Court.*

In this case the Board sought to obtain a decision determining the question of their jurisdiction on Channel Street, westerly from Fifth Street.

The defendant contended that the Act of March 15, 1878, granting the Board jurisdiction on Channel Street as far as the ebb and flow of tide water, had been repealed by Section 2524 of the Political Code, which limited their jurisdiction to Fifth Street.

The complaint was filed October 15, 1891, and on November 13, 1891, the question of jurisdiction was raised by demurrer, and submitted on briefs. On April 7, 1892, Judge Garber filed a written opinion, wherein he fully sustained the position of the Board, and conceded them jurisdiction to Ninth Street, or as far as the tide ebbs and flows.

This case has not as yet been further litigated, but it is highly advisable to have the Supreme Court pass upon the question of jurisdiction before the Commission proceeds to construct costly improvements and incur large disbursements for dredging on Channel Street. The Board has now under consideration the institution of other proceedings, which, it is hoped, will definitely determine the long-standing and complicated questions of their rights on both sides of Channel Street, and the width of blocks thereon, as far as the tide ebbs and flows.

The People of the State, etc., ex rel. Board of State Harbor Commissioners vs. M. R. Roberts. No. 21668, Superior Court. No. 12989, Supreme Court.

This suit was an exceedingly important one, in that it involved a determination of two constitutional questions; first, as to the right to tax for dockage charges vessels engaged in the domestic trade, and if not, then all vessels were exempt from such charges; and second, as to the right of the Commission to exact dockage for the use of dredged slips, the defendant claiming that it was in effect a charge on tonnage, prohibited by the Constitution of the United States.

The original complaint was filed November 15, 1887, and judgment entered in favor of the Board July 26, 1888, for \$165 95 and costs. This judgment was, however, reversed by the Supreme Court on January 4, 1891 (see 25 Pacific Reporter, p. 496), in an opinion, the effects of which, if followed, would have been far-reaching in their consequences.

On January 17, 1891, I filed petition for rehearing, and on February 3d the same was granted. On July 24, 1891, the case was orally argued before the Supreme Court in bank, and thereafter submitted on briefs. On January 13, 1892, the Court announced its decision, and affirmed in all respects the position taken by the Harbor Commissioners. Subsequently the defendant paid the full amount of principal, interests, and costs, and on February 20, 1892, the sum of \$333 40 was paid in to the Board in full satisfaction of this judgment.

The People, etc., ex rel. Board of State Harbor Commissioners vs. James Kerwin et al. No. 21614, Superior Court. No. 13077, Supreme Court.

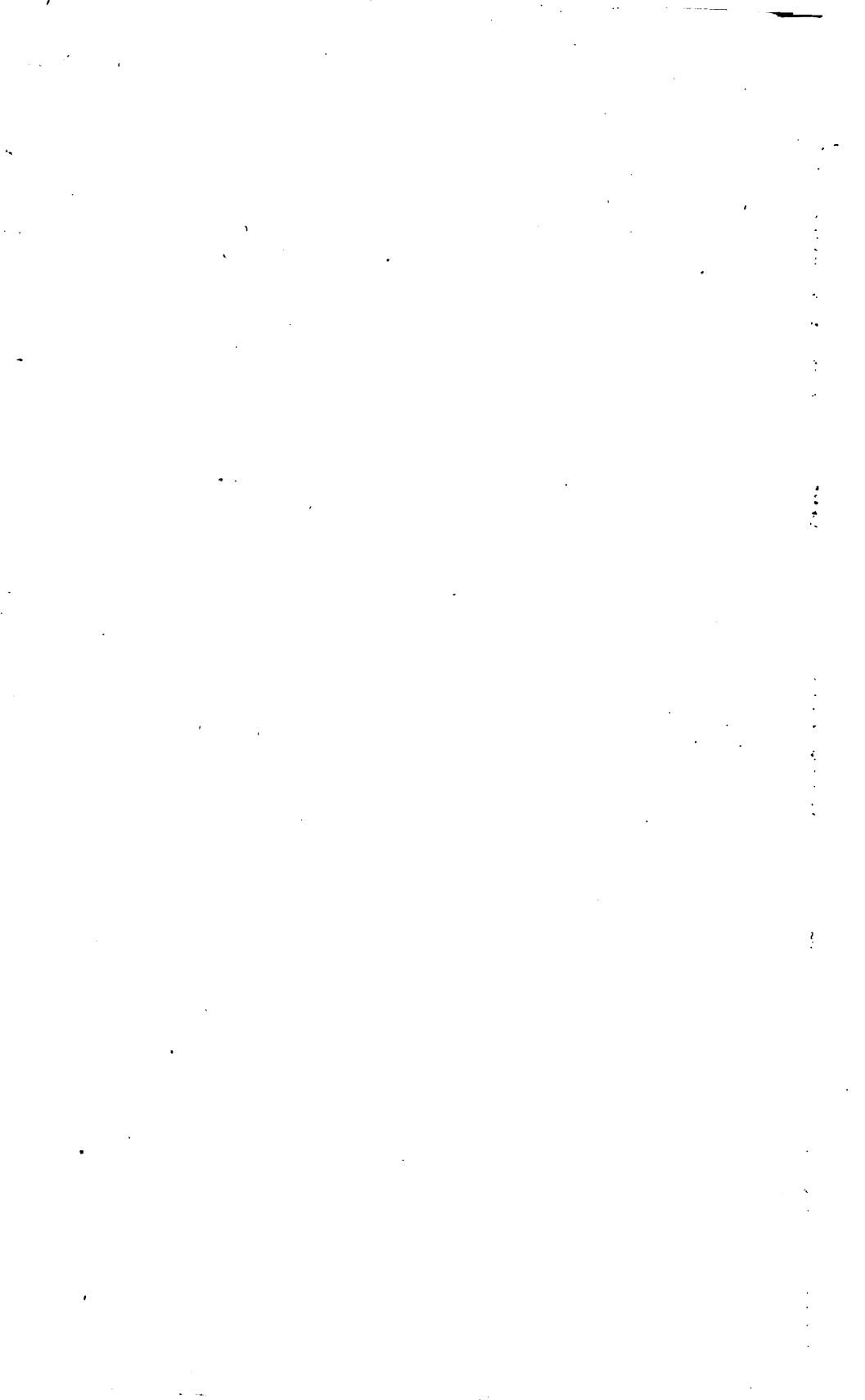
In this case the Board sought to remove the defendants from their unlawful occupancy of Seawall Lot No. 7, being within the jurisdiction of the Commissioners and the property of the State.

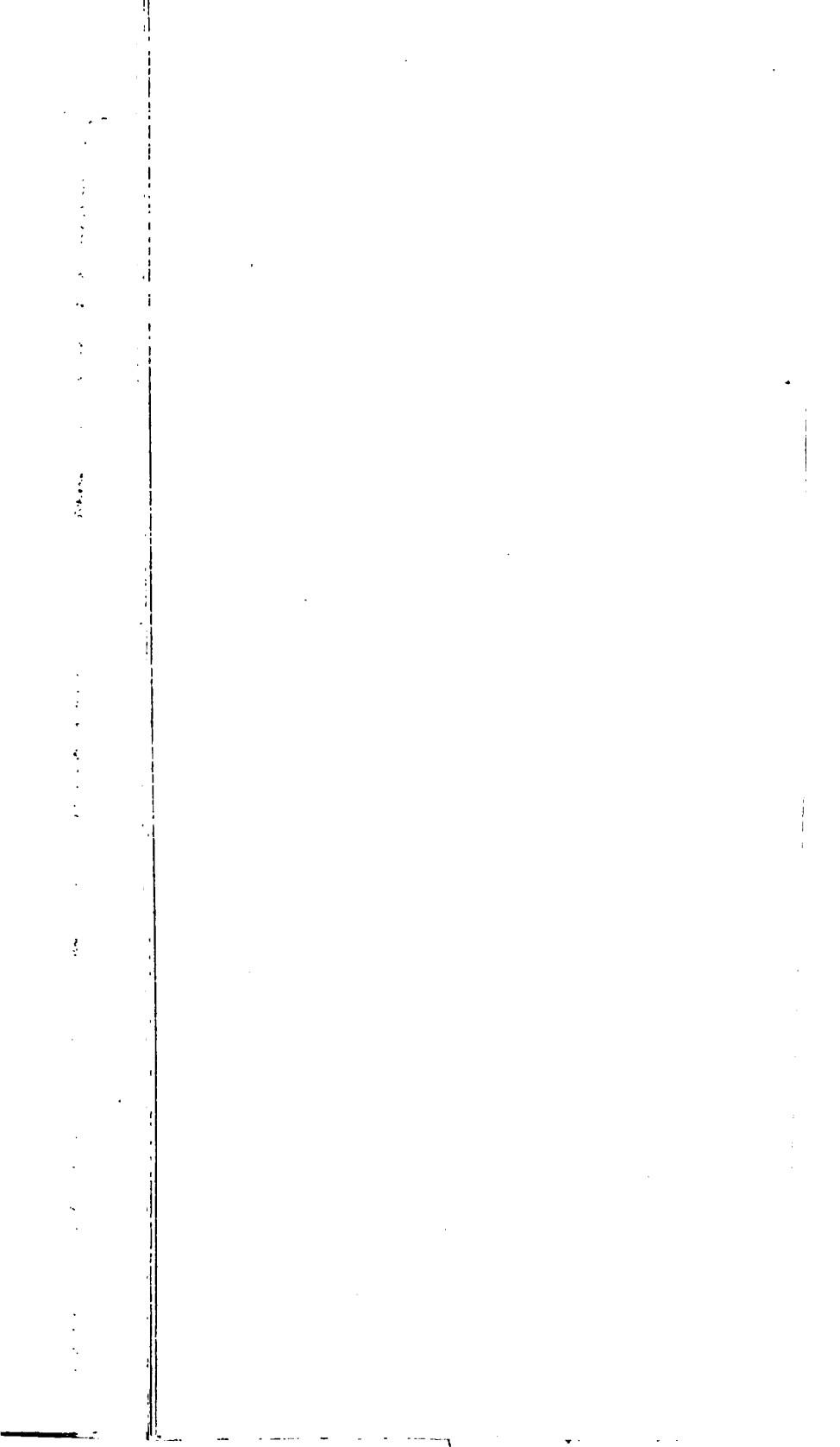
The complaint was filed November 8, 1887, and on September 27, 1888, the cause was tried and decision rendered in favor of the Board, for the restitution of the premises as demanded. Defendants then appealed from that decision, and on March 6, 1892, the judgment was finally affirmed by the Supreme Court in bank. Supplemental proceedings then followed in the lower Court, but on May 18, 1892, the defendants were evicted and the Board restored to the possession of the lot of land in controversy.

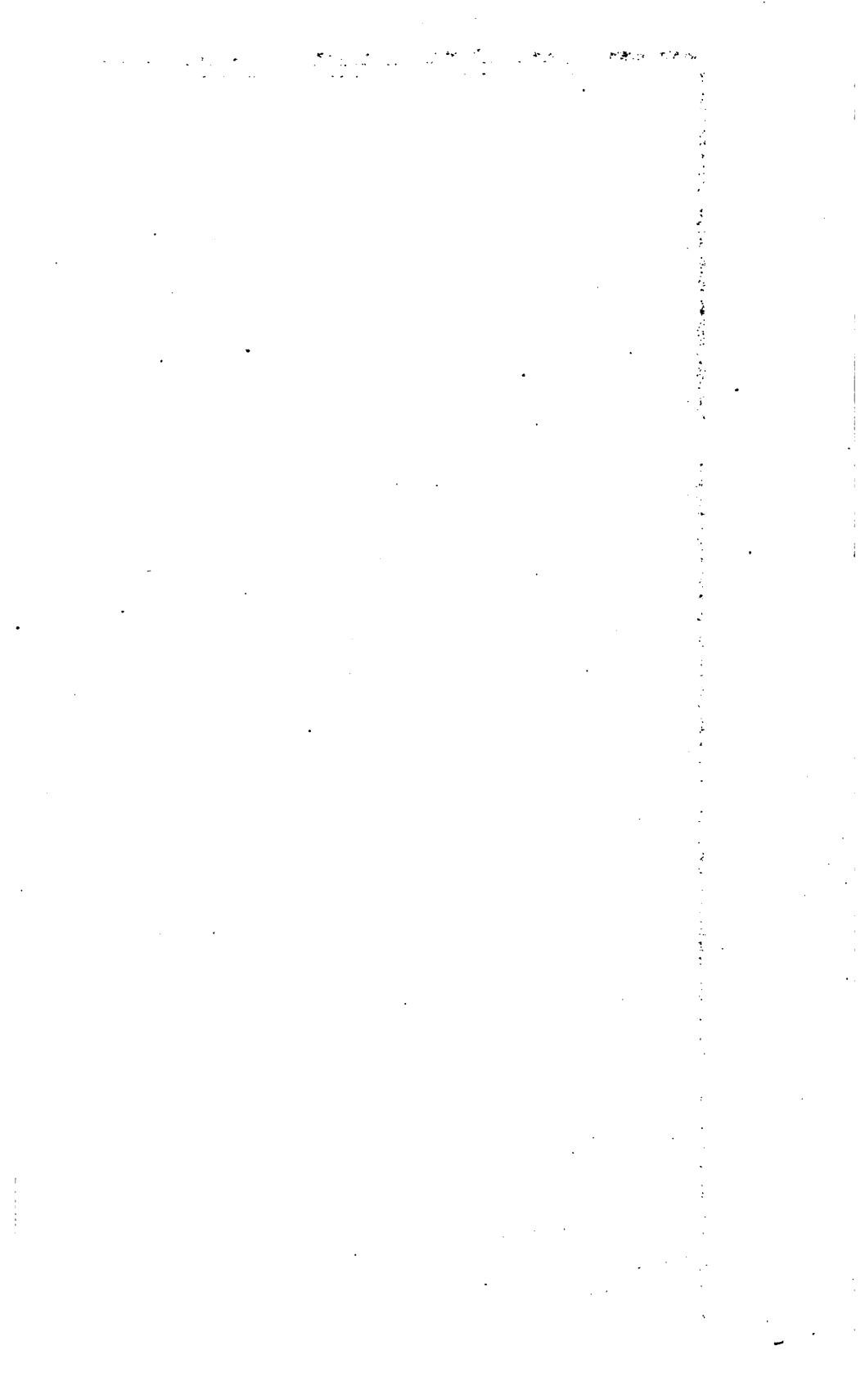
Respectfully submitted.

F. S. STRATTON,
Attorney for the Board of State Harbor Commissioners.

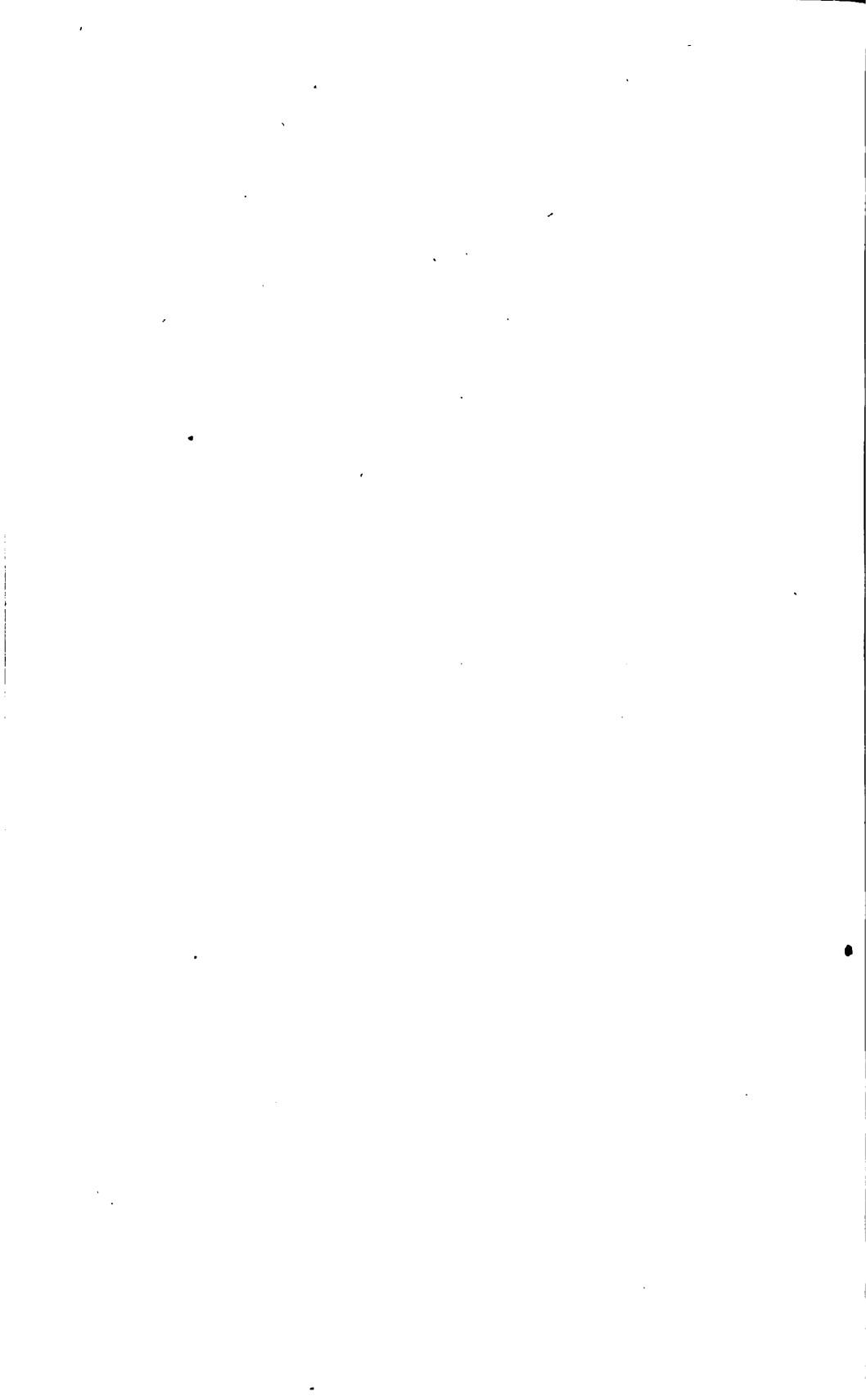


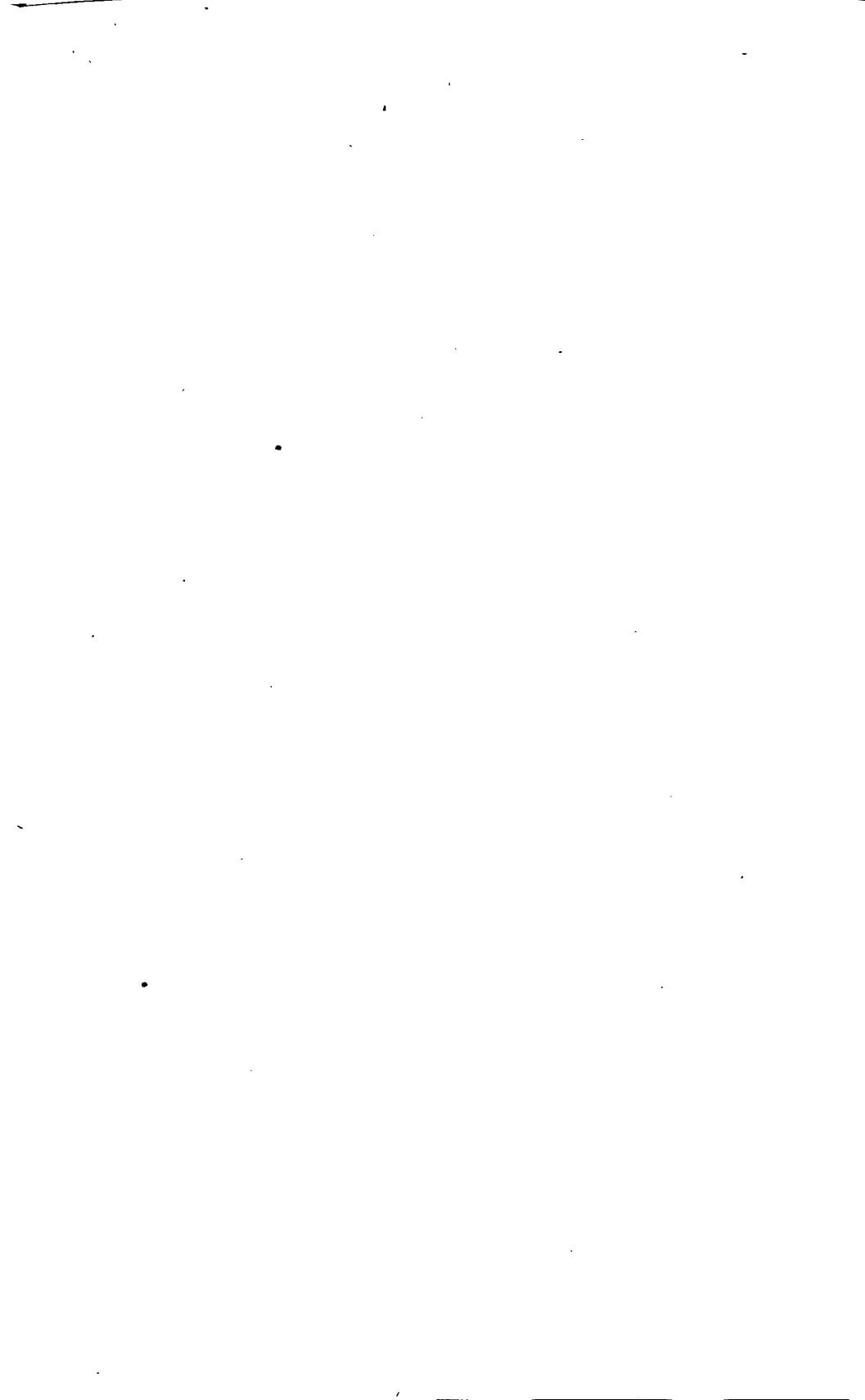


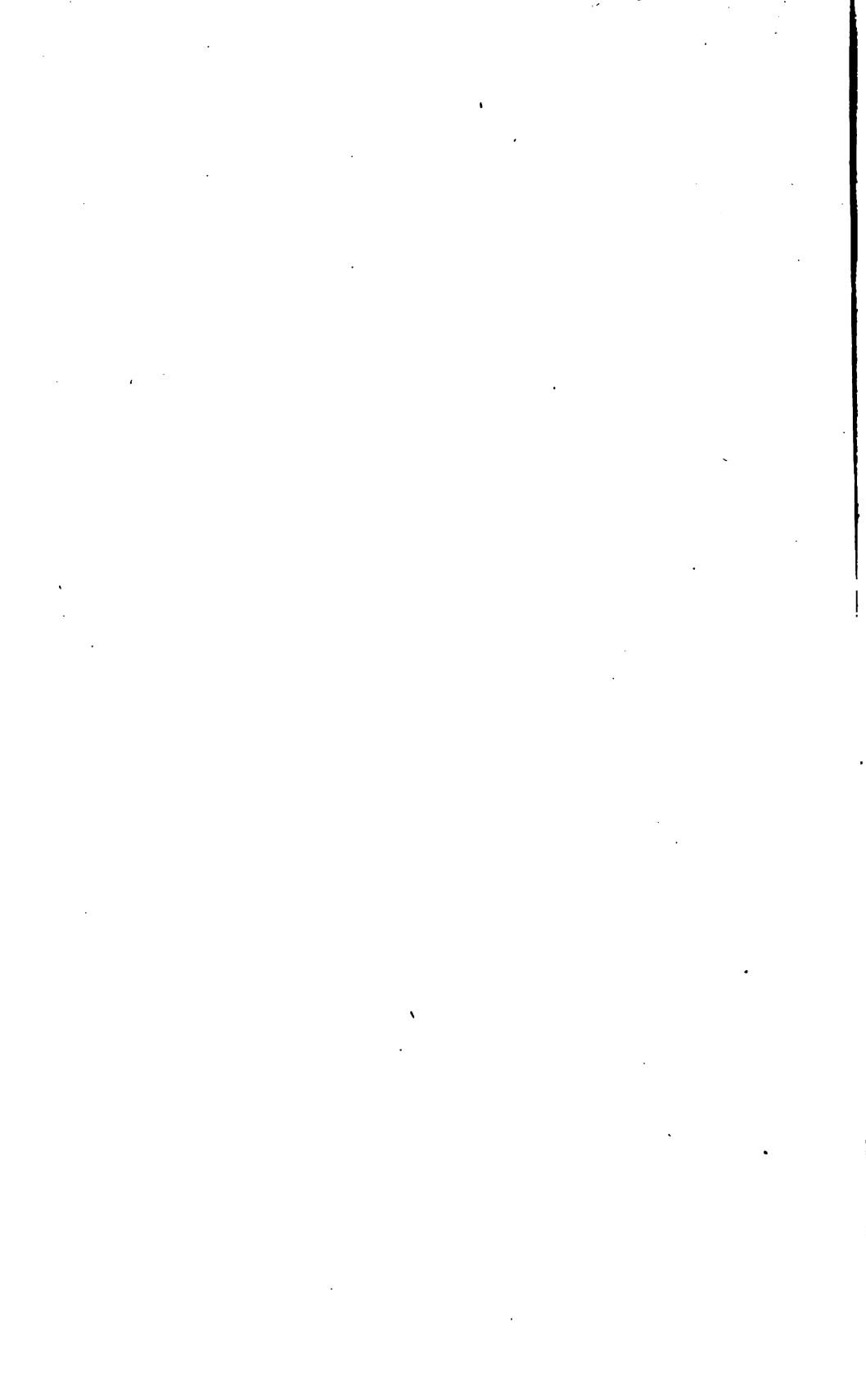


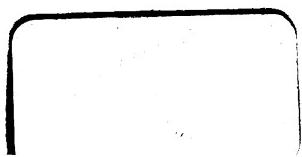














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